

After fourteen years, the Wrigley cup winner's replica, and the Weckler trophy were returned to Chicago by Commodore J. Stuart Blackton who won them in 1912. Commodore Shelton Clark of the Chicago Yacht Club accepted them, and they will be in the permanent possession of Vista del Lago, a new North Shore beach club



NOVEMBER

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Photograph
Underwood &
Underwood

The many yachting centers in Florida are planning their winter races on a larger scale than ever before. One of the first regattas to be announced is the one scheduled to be held at Miami Beach, March 18 and 19, 1926. Here the various Southern Championships will be decided and invitations have already been extended to the owners of Gold Cup and Sweepstakes boats to compete. In addition there will be events for the Biscayne Babies for the Governor Martin trophy. The outboards will compete for the Colonel E. H. R. Green trophy, and races will be arranged for all the other popular classes

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WILLIAM RANDOLPH HEARST, President
RAY LONG, Vice-President

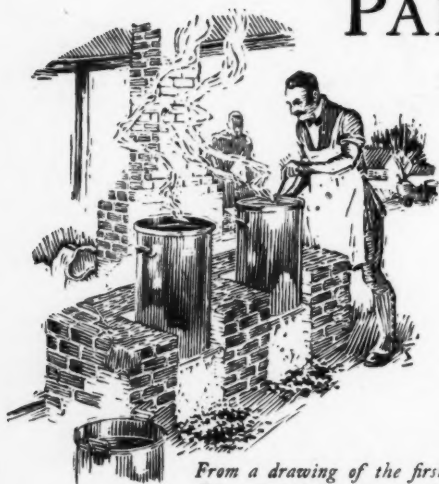
ARTHUR S. MOORE, Treasurer

C. H. HATHAWAY, Vice-President
AUSTIN W. CLARK, Secretary

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*We have no apologies for doing
a Few Old Fashioned things
in making these*

PAINTS & VARNISHES



*From a drawing of the first
Edward Smith plant, estab-
lished in 1827*



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RELIANCE—Edward Smith's
varnish has been used on every
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LONG ISLAND CITY, NEW YORK

From the **Atlantic to the Gulf** **Through Florida's Inland Waterways**

*Pioneering Aboard Dreams Come True, by
Four Non-Sea Going Motor Boatmen Over
Rivers and Canals Never Before Navigated*

By Boyd Fisher
In Four Parts
Part I

ONE hour down the St. John's River, below Jacksonville, we ran out of gas. The cheerful putt-putt of the exhaust which had delighted our hearts with the evidence that our old second-hand bottom would actually move, barked down to an angry cough. The engine threw a final shimmy, puffed out a last explosion of blue smoke, and then all was still. We were adrift in mid-channel.

Being amateurs of one hour's experience, we took the situation more calmly than we should. The St. John's at this point is a beautiful broad stream,—really an arm of the sea. Although we had been careful to steer neatly

between the channel markers,—leaving black buoys to starboard, red to port, we did so rather to prove our competence in following the chart than because the channel was important to our shallow draft. What we saw around us when we stopped was about a half mile of fair water on either side, and we felt as safe floating with the tide as when under power. Surely, anything which desired to pass us had room to give us a wide berth. Now we know that we were really marooned in a kind of canal, that the channel itself is a Government cut only 100 feet wide, and that the larger vessels have no leeway to turn out of course.



The adventurous crew: Tom Duffy, cook, etc.; Horace Stringfellow, Jr., skipper; Boyd Fisher, mate; and Wm. Stambaugh, photographer



The Cruiser, Dreams Come True, announced her purpose while being portaged on a truck

We cast anchor, but the cut was too deep and we had to haul the clink up again. So we let her drift while we prepared to carry gasoline from the auxiliary drum up to the tank in the bow.

Two lads in a small motor boat, watching our behavior, circled back and came alongside.

"Need any help?" they asked, with a grin.

It was a new situation to face. Should we ask them to tow us out of the channel? Could our jaunty 36-foot cabin cruiser bear the indignity of being hauled about by a water jitney steered by two little boys? And what was the etiquette of a situation like that? Is it the obligation of the motor boatist to help another in distress, without compensation, or were these boys taking advan-

tage of a chance to make a good penny, like a farmer lending his mules to an automobile stuck in the mud?

"Better let them tow us to one side," I ventured quietly to Stringfellow, who was captain of the voyage.

Stringfellow had never steered a boat before, but he had taken an incidental course in Navigation at West Point, and his pride was engaged.

"Naw, we'll get going ourselves as soon as we fill up the tank."

"But if a big ship should come around that bend, how should we get out of her way?"

"It would be up to her to get out of our way," he replied firmly. "Here, help tilt this drum."

Again the boys grinned, and throwing on the power,



A tree obstructed the passage in the Ocklawaha river. A crew had to remove it before the boat could proceed

pulled quickly away and left us alone. And at that moment, just around the bend, as if my apprehension and the captain's defiance had evoked her, I saw the funnels of a great liner silhouetted against the sunset sky. In that position, she seemed to be walking on land, but she was moving, and we could see that she would shortly be due at the very spot on which we were drifting.

Out of the bowels of her she sent out five rumbling blasts—"Who, who, who, who, who!"

"Is that meant for us?" I asked the Captain, "and if so, what do we answer?"

"When she gets where she can see us, I'll signal her to go around," he replied, with assurance.

"She seems to have seen us already."

"Then she'll go round."

We went on with our pouring, the Captain proving very calm, for all of his spilling much of the gas on the deck. And the liner kept rapidly on her course and was soon bearing down upon us. As she came toward us, she seemed to spread wide over the channel, and at the same time to tower skyward. It is incredible, quite incredible, how tall a liner is, when you are in a small boat in front of her.

"She isn't going to go round!" I wailed at the Captain.

The next moment was crowded and my impressions of it are confused. I remember that the liner blew her whistle again, and that many people came to the rail near the bow and stared down at us. Among them I discerned nurses in caps and white aprons, looking, it seemed to me, a little over-eager and premature. I was aware of bluecoated ships officers with needless quantities of gold braid on their coats—much too ornamental for the serious business of steering a juggernaut like that. They seemed agitated. By their excitement my fears were confirmed: we were helpless; we were going to be struck by a liner.

An irrelevant thought came to me.—We had taken a kitten on at Jacksonville to catch the rat which had boarded us. The kitten was too young to swim, and there she was, down in the cabin without any chance of escape.

"Well," I sighed, "I can swim, but there's one member of the party who is going to be drowned, through no fault of her own!"

The boat came straight on; we could hear the water hiss from her sides.

"Get into your small boat!" shouted an officer on the ship.

I ran toward the after deck, prepared to obey, but the magnificent courage of our own 'Captain' stayed me. There he stood, unsteadily balanced at our very stem, waving at the liner to "Go round!"

For one distressing second she loomed above us, and then struck, just at the curl of the bow wave. We were momentarily tossed away, and again struck by her bulging flanks. We bumped along the whole expanse of her hull, from stem to—what is it—gudgeon? We were shaken, we were tilted, we were nearly cast overboard. Yet, in the silent panic that settled on us, on both our little crew and those on the ship, we managed to keep our feet, and the boat held together. The wall of steel swept on. We were left churning about in the wake, and the danger was past.



A chart of the route followed on the inland journey from Jacksonville to Punta Gorda, across the state of Florida



The cruiser *Dreams Come True* tied up along side of the banks of the Ocklawaha

Then we had an afterclap of scoldings and imprecations from the officers of the ship. They cursed us frightfully. We were paralyzed with astonishment by the whole affair and could not reply.

Somewhat later we found our own voice.

"I am amazed!" exclaimed our angry Captain. "Simply amazed, that they should have had so little regard for human life!"

It was a bit ruthless, perhaps. Nevertheless we decided to accept this as a practical lesson in navigation. The rule seems to be, that in case of dispute over possession of a channel, it is the duty of a small boat to get out of the way of a large one.

So early and so serious a mishap, however, struck us as a poor augury at the beginning of a three months' cruise. For we had set out to prove that rank amateurs, knowing nothing about a boat, or even a motor, untrained in practical navigation, and unacquainted with the country, could take a motor boat through a thousand

miles of sea and river, living entirely, the while, on what they could carry with them. Especially, we wanted to know that the trick could be turned by a man of moderate means. We believed that if one knows enough and has money enough to run an automobile, he can operate a cabin cruiser and get more fun out of it. In fact, we were going to write a book about it, and had two typewriters with us.

We believe that we proved our thesis. The knowledge and experience we sought came harder than we expected, but it proved to be more valuable. We became fairly proficient sailors and mechanics before we were through.

We almost never learned a lesson until some misfortune demonstrated its importance, but I submit that what you learn in this way stays by you. It is what you might call the dramatic system of education.

Some of our repairs and changes were required as the result of our laying our course in Florida rivers to which our style of boat was not suited. But in the doing we found ourselves, without planning it, pioneers in the exploitation of Florida waterways. We enlisted the interest of whole counties. We were the recipients of honors and courtesies and practical help that made us feel like conquering heroes.

Ours was the first boat, for instance, ever to traverse the whole length of the proposed inland waterway through the central portion of Florida, from Jacksonville, on the Atlantic side, to Fort Myers on the Gulf. Part of this trip was made through waters on which no sizable craft had sailed for months; part of it was made actually by land. We rolled from (Continued on page 50)



Canal near Lake Butler on which we meant to lazy along for months carrying our house with us.

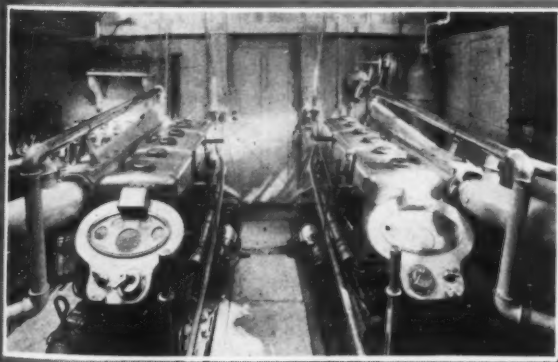
Whippet-True Type

Speedy Cruiser Built by F. D. Lawley, Inc., Is a Most Attractive Vessel of the Newer Type

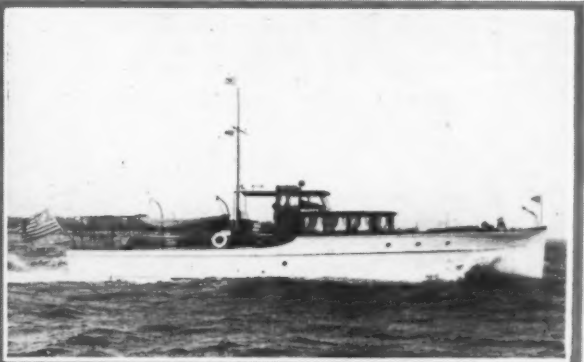


The new express cruiser Whippet, which has just been completed for O. G. Jennings of New York, by F. D. Lawley, Inc., from designs by J. H. Wells, Inc., is a fine example of the modern fast type of cruising boat. She is provided with a sunken deck house, which serves as a well sheltered room which can be completely opened by means of the drop windows

Photographs by M. Rosenfeld



The engine room contains the two 180 h.p., six cylinder Winton engines, as well as the Universal generating equipment, and the Frigidaire refrigerating plant. Hyde propellers are carried on the outboard end of the shaft, which is supported by Goodrich Cutless bearings



Whippet is a 67 foot cruiser with a beam of 13 feet. Her arrangement is unusual. The deck house provides a forward dining room and lounge, while the galley is amidships. The owner's quarters are forward, and consist of an ample stateroom with two double berths. Crew's quarters are in the stern.

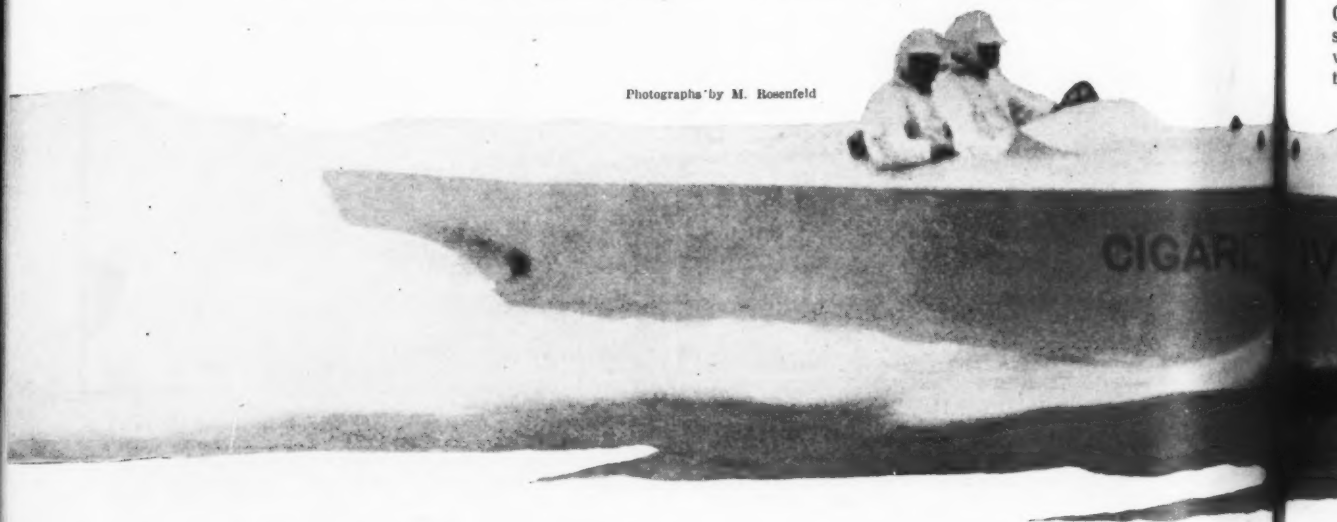


The Race Committee was made up of yachtsmen from all sections of the country. Here will be seen those representing yacht clubs in New York, Detroit, Buffalo, Washington, Peoria, St. Petersburg and other yachting centers

CIGARETTE IV *Wins* President's Trophy

L. Gordon Hamersley's New \$60,000 Racing Craft Wins in Three Straight Heats at Washington Regatta

Photographs by M. Rosenfeld





Baby Peerless one of the competitors in the 151 inch hydroplane class. She is powered with a Peerless engine

Horace, the latest creation of the Horace E. Dodge Boat Works of Detroit. She has a Wright motor

FOR nearly a year the officers and members of the Corinthian Yacht Club of Washington, D. C., have worked on their plans for a national regatta to be held on their home waters on the Potomac this fall. This was their first attempt at a race meet where boats from all sections of the country would compete and the success of their efforts can be judged from the fact that both from the standpoint of the number of boats entered and closeness of the contests, the regatta was without doubt the most successful of any held anywhere in this country during 1926.

Coming as the last important racing event of the summer season the Washington regatta was a sort of a world's series in which the winners of the important races from all sections of the country during July and August, were brought together for a final test. The President of the United States by his sponsoring of the President's Trophy which was raced for, for the first time, showed his interest in the sport of motor boat racing and this co-operation went far toward making the races the success which they were. The Secretary of the Navy also allowed his name to be used in connection with one of the other trophies and viewed the races himself, from his yacht anchored in the center of the course.

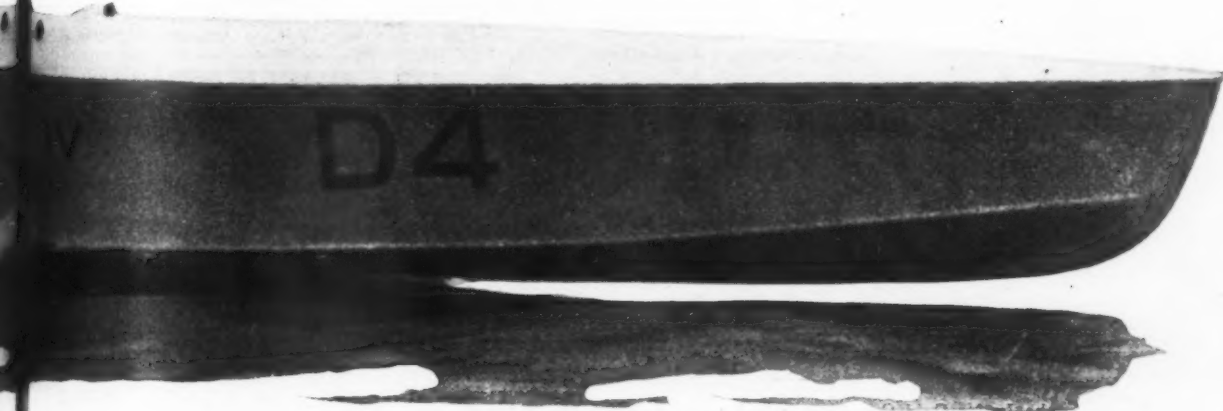
The Navy Department turned over to the race officials and the owners of the race boats, the entire facilities of the Washington Navy Yard. Here all the race boats were housed while they were not in action and as a crew of a score or more Navy Department employees were turned loose to help the racing men, together with a number of large cranes and the entire facilities of the yards, machine shops, the arrangements in this respect have never been surpassed at any regatta. With this equipment and force of trained men, it was possible to get the race boats in or out of the water within a moment's time.

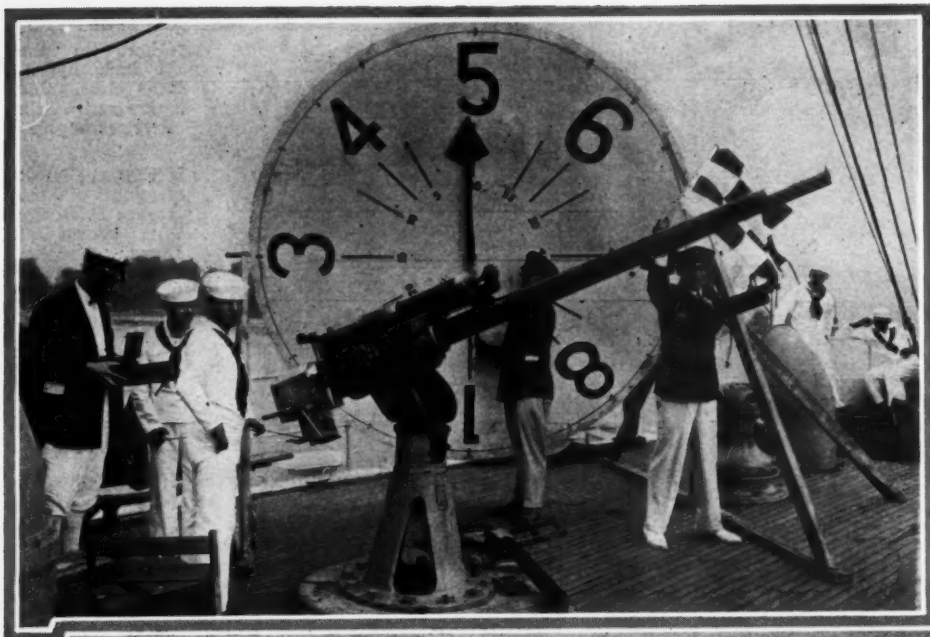
The race course too, which the Corinthian Yacht Club, chose, was most advantageously laid out from all standpoints—spectators, yacht owners and racing. It was laid out on the Potomac, 3 miles to the lap, close to the Potomac Park shore, where many thousands of spec-

tators could obtain an unobstructed view of the race course at all times. Along the opposite side of the course, the yachts were moored and in their first attempt the Corinthian Yacht Club was able to get out more yachts than have attended any race meet with the possible exception of the Gold Cup races at New York in August.

Of the boats which raced, the country's fastest were all at Washington. They were not limited to one or two classes but included the winners in practically all of the country's best classes. The unlimited hydroplane class brought out such boats as Miss America V and Miss America IV, Gar Wood's world's fastest hydroplanes which won the Harmsworth International Trophy at Detroit in September, Alec Johnson's Yankee Doodle and Excelsior France, the French challenger from France which also competed in Detroit. In the President's Cup race such boats were entered as L. Gordon Hamersley's Cigarette IV, the \$60,000 craft built of duraluminum to defend the Dodge Trophy for the Columbia Yacht Club, Miss Syndicate, owned and raced by Horace E. Dodge of Detroit, Horace a new 40 footer recently built by the Horace E. Dodge Boat Works of Detroit for Hugh E. Dillman and powered with a 700 horse power Wright Typhoon engine, Greenwich Folly, the 1926 Gold Cup winner owned by George H. Townsend of the Indian Harbor Yacht Club, Sara De Sota owned by Forest Adair of Sarasota, Florida, Palm Beach Days owned by Messrs. Wagg and Bigelow, Solar Plexus owned by Horace E. Dodge, Nuisance owned and driven by Mrs. Delphine Dodge Cromwell—in fact about the only boats of this class which were not at Washington were those owned by Caleb S. Bragg and Carl G. Fisher.

Cigarette IV, winner of the President's Trophy. This boat was owned and driven by L. Gordon Hamersley of the Columbia Yacht Club and was designed by F. K. Lord of New York





The starters and timers at work. To the left will be seen Arthur J. Utz, who acted as Chief Timer and on the right, Ralph Goetchius and William Eldridge

For the Free-for All and Secretary of the Navy Cup events, William J. Conners of Buffalo, New York brought his boats Miss Okochobee and Miss Palm Beach to Washington, although the latter boat was not raced due to injury in shipment. Aaron DeRoy sent down from Detroit his two Junior Gold Cup boats, Lady Helen I and Lady



The 151 inch hydroplanes provided interesting contests in the Washington Regatta



William J. Conners of Buffalo, N. Y. with Mrs. Conners and William J. Conners, Jr. Mrs. Conners drove Miss Okochobee and won

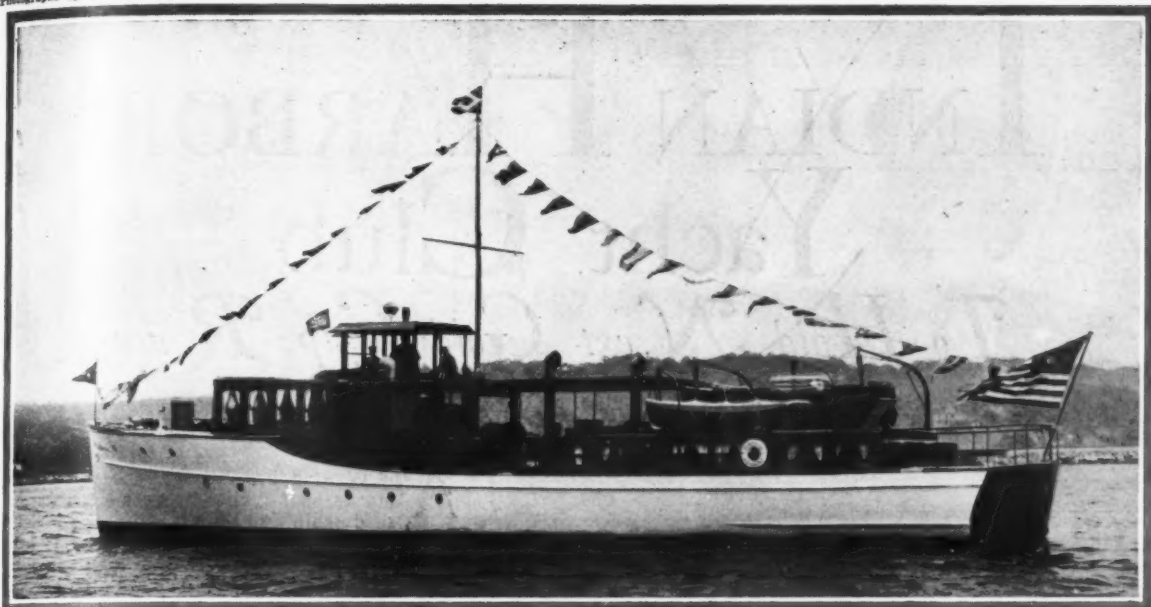
Helen II. Eight of the 151 inch hydroplanes were also on hand, as were five of the Biscayne Babies.

In the contest for the President's Trophy, Cigarette IV owned and driven by L. Gordon Hamersley, won in three straight heats. However, he was closely pushed by Horace E. Dodge driving Miss Syndicate and until this boat withdrew in the third heat due to a broken shaft, it was anybody's race. George H. Townsend driving his Gold Cup winner, Greenwich Folly, made a game try to take the trophy but his boat was out-classed by the two larger boats, Cigarette IV and Miss Syndicate. When the rules for the President's Trophy were drawn up, it was hoped that they would make equitable racing between boats of the sweepstakes and Gold Cup class but as things have worked out, it has been clearly demonstrated that the Gold Cup boats have little chance now against the much larger and more



Racing in the Junior Gold Cup Class, which was won by Lady Helen II. The view shows Lady Helen I leading three of the Biscayne Babies at the start

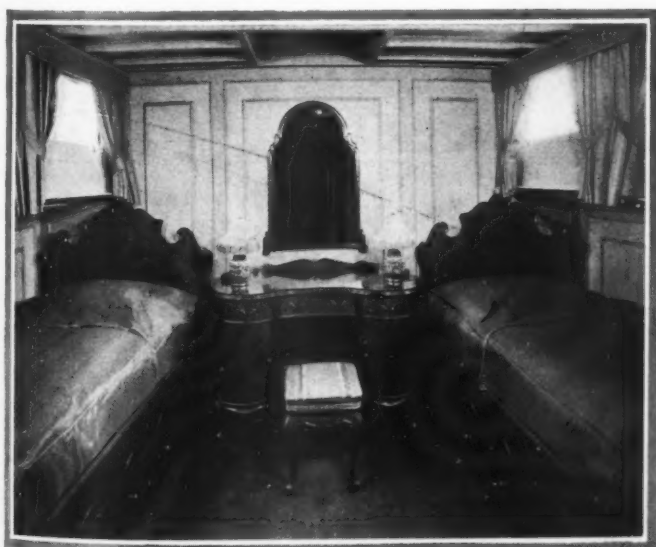
(Continued on page 136)



Vasanta is a 92 foot fast cruiser of attractive appearance built this year for George M. Pynchon, Greenwich, Conn. She has an impressive appearance, and is a sturdy and able craft whose features characterize the ideas of a yachtsman of the old school

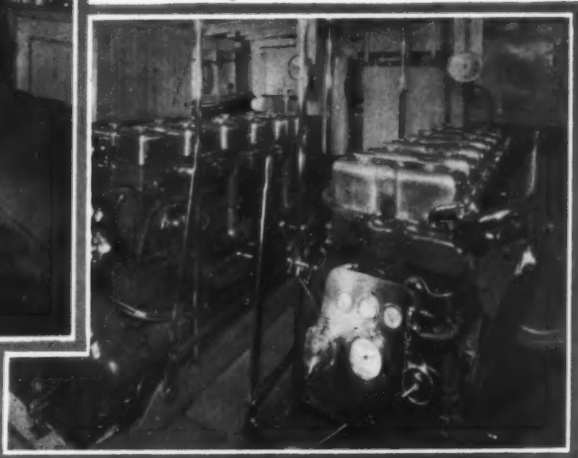
VASANTA—*Strong & Sturdy*

Successful Fast Boat of the Present Season Built by the Consolidated Shipbuilding Corporation from Their Own Designs



The interior of the double stateroom in the after portion of the deck house has been tastefully decorated by Mrs. Virginia Bolles of New York. All features which would add to the comfort of the owner and his guests have been provided

Vasanta was designed and built by the Consolidated Shipbuilding Corporation of Morris Heights, N. Y., and was arranged to travel at 18 miles per hour. She has been provided with a power plant consisting of two, 300 h.p. Speedway gasoline engines with six cylinders each, with a bore and stroke of 7 by 8½ inches



INDIAN HARBOR Yacht Club

To Hold Next Gold Cup Race

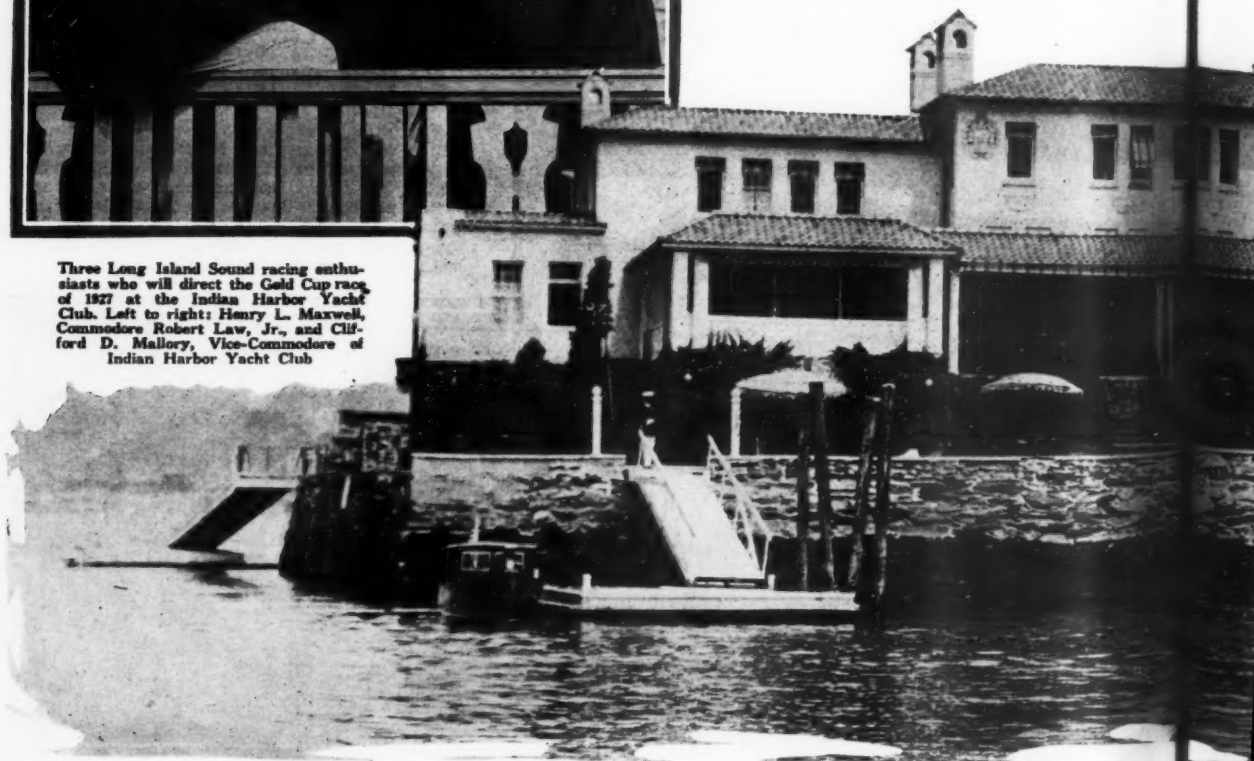
August 5 and 6 Set as Dates for Speed Boat Championship

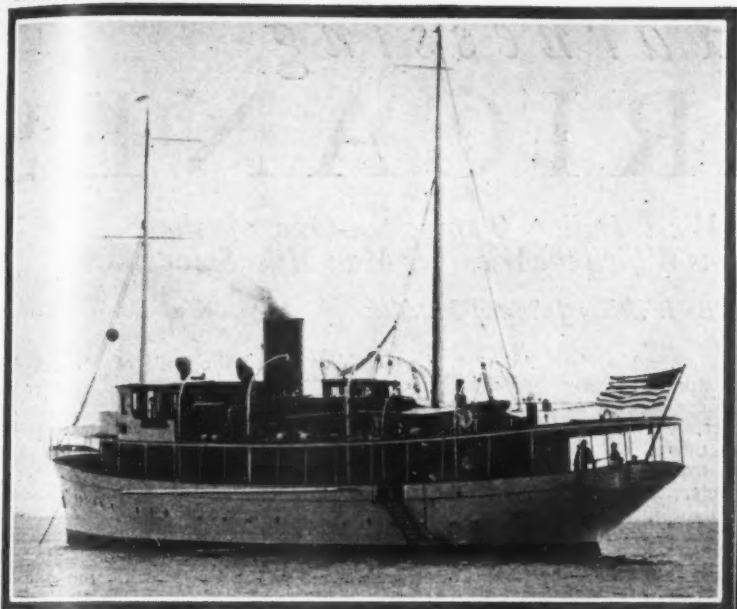


Three Long Island Sound racing enthusiasts who will direct the Gold Cup race of 1927 at the Indian Harbor Yacht Club. Left to right: Henry L. Maxwell, Commodore Robert Law, Jr., and Clifford D. Mallory, Vice-Commodore of Indian Harbor Yacht Club

A NEW star has been discovered in the motor boat racing heavens which is already shining brightly and around which several new satellites have begun to revolve.

The new star is the well known George H. Townsend, owner of Greenwich Folly, winner of the Gold Cup this summer and the most popular racing man in the country today. And the star's magnetism and force of gravitation has drawn into its orbit, the entire membership of the Indian Harbor Yacht Club, up to a few weeks ago about the most hard shell, windjammer organization on Long Island Sound. But when the officers and members of this Club first heard of the victory of Greenwich Folly a few minutes after Mr. Townsend drove his boat across the finish line at Manhasset Bay, instead of discounting the honor which had come to their Club and declining to become enthused over the prospect for the next race, as several of the Clubs at Port Washington did this summer, they arose as one man and





Robador, owned by Commodore Robert Law, Jr.,
flagship of the Indian Harbor Yacht Club

loudly cheered the victor to an echo.

At a dinner tendered recently by the Indian Harbor Yacht Club to Mr. Townsend, which was attended by some 100 of his enthusiastic fellow members, the Club voted unanimously that the next race for the Gold Cup would be held under the auspices of the Indian Harbor Yacht Club on August 5 and 6, 1927, and that the course would be laid out off their anchorage at Greenwich, Conn.

(Continued on page 148)



George H. Townsend, who by the victory of his Gold Cup racer, Greenwich Folly, brought the Gold Cup to the Indian Harbor Yacht Club



Clubhouse of the Indian Harbor Yacht Club at Greenwich, Connecticut, where the 1927 Gold Cup race will be held on August 5-6

Hurricanes

Tracking the West Indian Tempests—One of the Biggest Problems Which the Weather Man Must Solve

By William Johnston Maddox

NOT all scientific expeditions go forth heralded by the newspapers and with a great store of costly equipment for long perilous journeys by sea or over mountains or through burning deserts. This one, for instance, never stirred outside the offices of the weather Bureau at Washington. Yet its quest was one of the most romantic and stirring subjects. It was an expedition to track the fierce West Indian hurricanes to their source, to find out just where they originate and what atmospheric conditions turn them loose upon the waters of the north Atlantic.

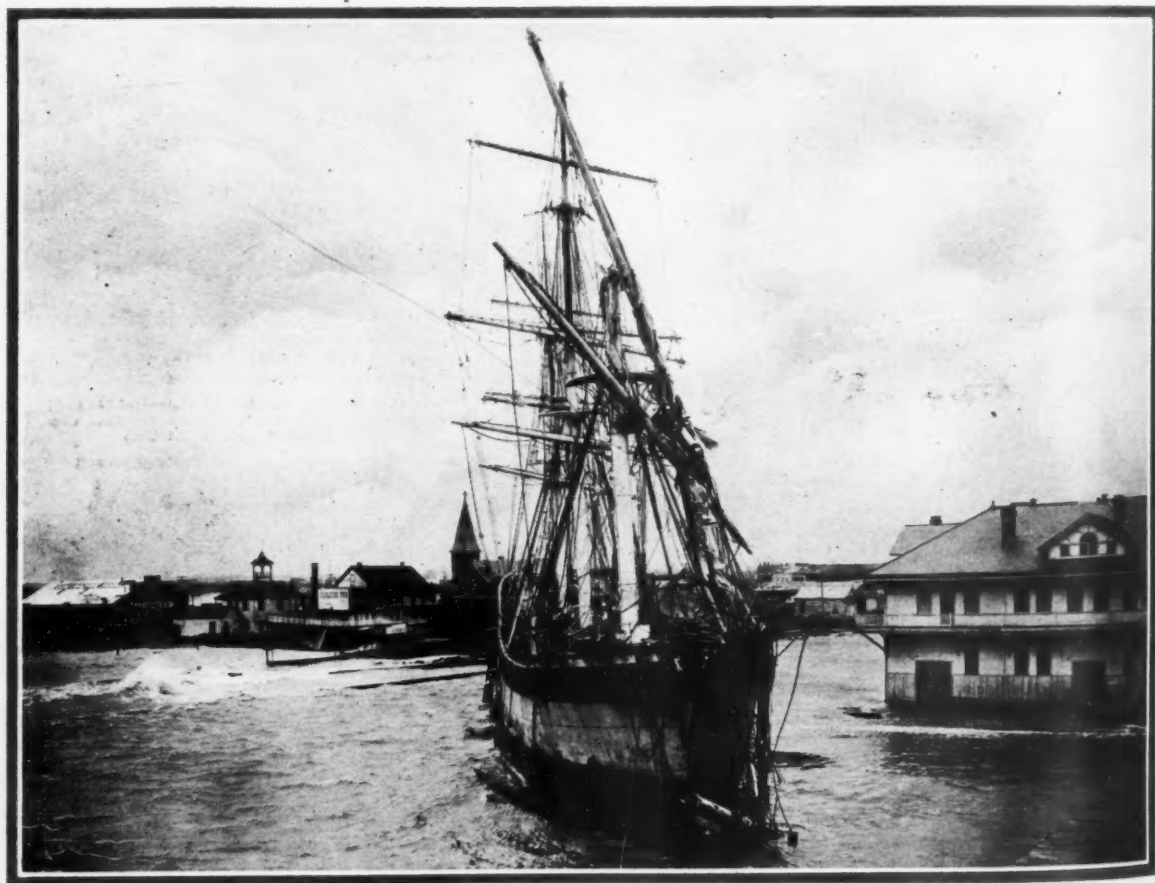
Conducting the expedition was Charles L. Mitchell, meteorologist of the government—better known far and wide by that popular and impersonal sobriquet "the weather man."

By means of charts and maps and reports of sea captains, this intrepid adventurer summoned before him on his desk all the hurricanes that have swept the north

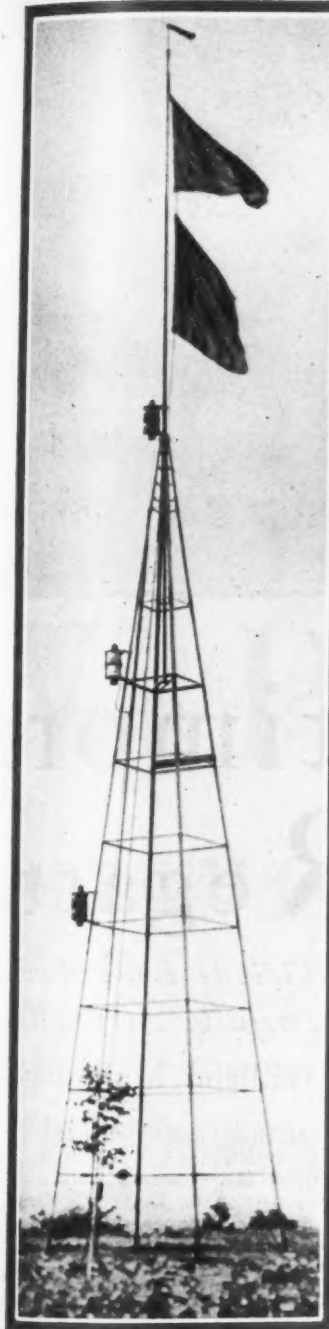
Atlantic, the Caribbean, and the Gulf of Mexico since 1887. This comprised quite a tempestuous assortment. But not content with these he conjured up every one he could find any record of at all as far back as 1493. It was a varied and complete collection, such as had probably never been gathered together before.

Each hurricane was taken up in its turn for individual study. Each was provided with a chart. Instead of the tall cylinder of angry, swirling wind sweeping along at sixty miles an hour or better, scores of little short-tailed arrows indicated the path of the storm from the time it was first sighted and recorded, probably by some sea captain in his log, until it had spent its force, maybe along the Atlantic coast of the United States or in the mountains of Mexico.

No stone was left unturned in an effort to assemble the most complete information for his work obtainable. All available data from ships as reported to the Hydro-



Pensacola hurricane, September 27, 1906. West side of Louisville and Nashville Railway wharf, looking northwest. Water still high breaking over walls and in office building of Gulf Transit Company. Norwegian ship Ingrid aground. When water subsided her stern was entirely out of water



A tropical weather signal tower which shows the warning signals to shipping



Railway approach to Causeway, Galveston, Texas, twisted by hurricane of August, 1915

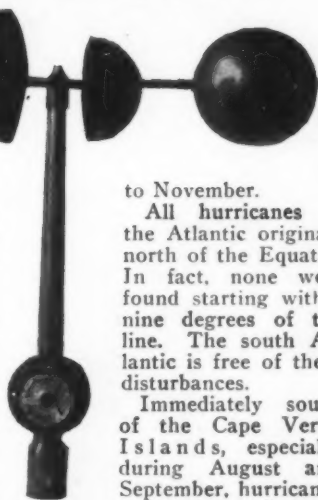
graphic Office of the Navy and the marine division of the Weather Bureau for thirty-seven years, including the daily weather maps of the bureau and the publications of various foreign weather services, were used in the work of replotting the tracks of all storms of tropical origin.

When all the charts had been completed they were made the subject of exhaustive study and comparisons. Without moving from his desk, Mr. Mitchell saw in his mind's eye each storm as it formed, followed its progress and witnessed

its final dissipation into a gentle zephyr. From this he drew his conclusions, which amounted to discovering the breeding place of hurricanes and a good deal concerning their behavior that is now of great value in predicting the course one is likely to take, so that shipping can be warned and have an opportunity of getting out of the way.

The most productive region for hurricanes, Mr. Mitchell found, is just south and southwest of the Cape Verde Islands in the eastern Atlantic. The other breeding ground is the western third of the Caribbean Sea. Oddly enough, it was found that no storms of cyclonic character develop over the eastern two-thirds. Each locality launches its hurricanes during a certain part of the so-called hurricane season, which extends from June

An anemometer, or wind gauge, for determining the velocity of winds



to November.

All hurricanes of the Atlantic originate north of the Equator. In fact, none were found starting within nine degrees of the line. The south Atlantic is free of these disturbances.

Immediately south of the Cape Verde Islands, especially during August and September, hurricanes

are readily produced. Conditions then are very favorable.

Up from below the Equator come the southeast trade winds, and down to meet them rush those from the northeast. Westward of the Cape Verde Islands they encounter more or less obliquely and pass off together toward Central America. But just south of the Islands at this time of the season they strike one another head-on, turning slightly to the eastward.

Then it is that a hurricane is in the making. Just what the immediate process is continues to be something of a mystery. The result, though, is a revolving column of air caused by the two conflicting winds. Once formed, the swirling column sweeps off to the westward quickly gathering intensity and velocity.

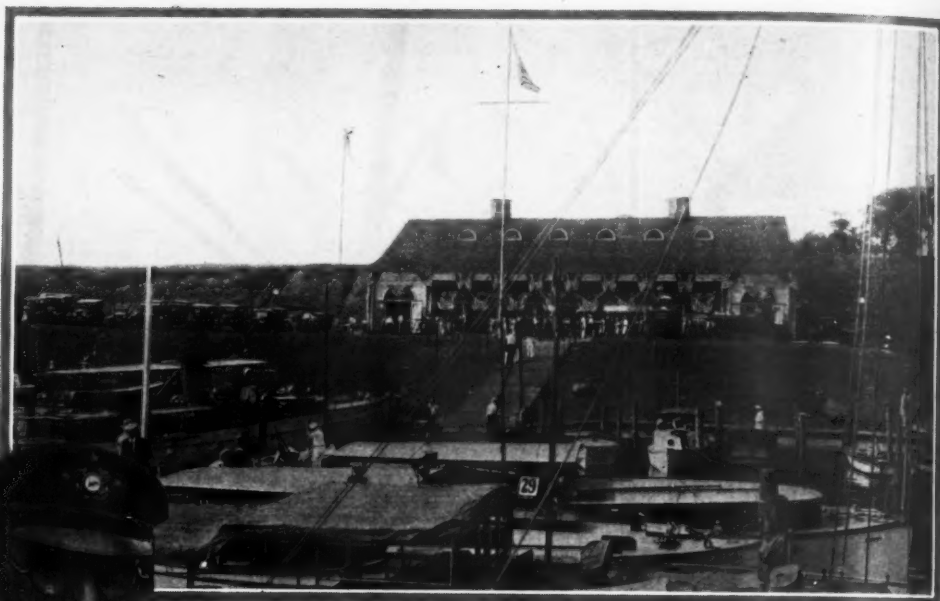
Among the interesting facts brought out by Mr. Mitchell is the tendency of these storms to

(Continued on page 72)



Standard mercurial barometer

A general view
of the Maryland
Yacht Club at
Baltimore,
Maryland



Commodore W.
T. Hemsley of
the Maryland
Yacht Club pre-
senting one of
the prizes



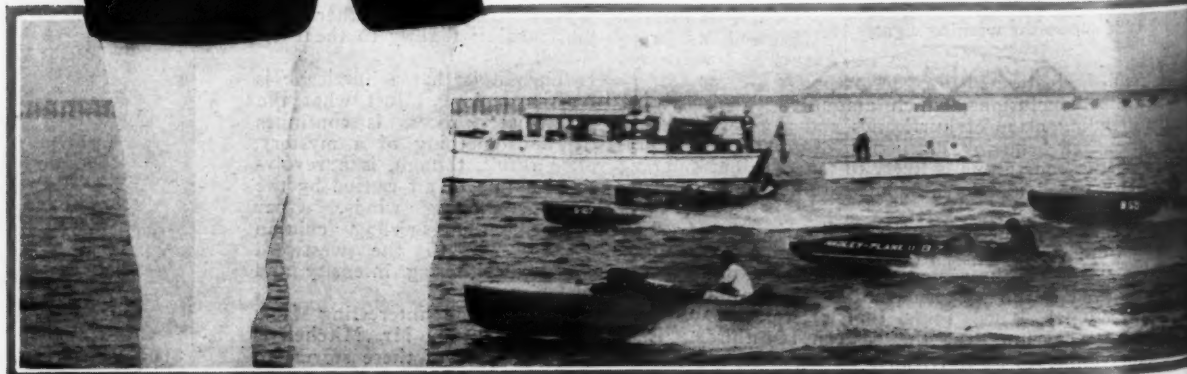
Baltimore Regatta

*Ambitious Boat Racing
Successfully Accomplished*

By William McP. Bigelow

WITHIN sight of Fort McHenry and its surrounding waters, where the naval battle was fought in 1814 between the British and American forces, during which inspired by his patriotism, Francis Scott Key wrote our famous Star-Spangled Banner, the Maryland Yacht Club chose to stage and successfully bring to a dramatic conclusion its first national regatta.

For some years, particularly the past two, the members of this very active club of the Chesapeake Bay



Photographs by M. Rosenfeld



Hadley Plane II owned by Cliff Hadley winner of the 151 cubic inch series on the point system

Wins Place in Circuit

and Water Carnival
Maryland Yacht Club

Amodore National Speed Boat Club

L. M. Simmonds receiving the prize for the Elco cruiser race won by his Rene Jr. II



section have been discussing the possibilities of attracting to its doors yachtsmen and their boats, capable of putting over a regatta, one of which they would not only be proud, but one which would attract the attention of the boating world at large. To mention the active workers individually would be a long, long list of the active members of their Club. (Continued on page 112)

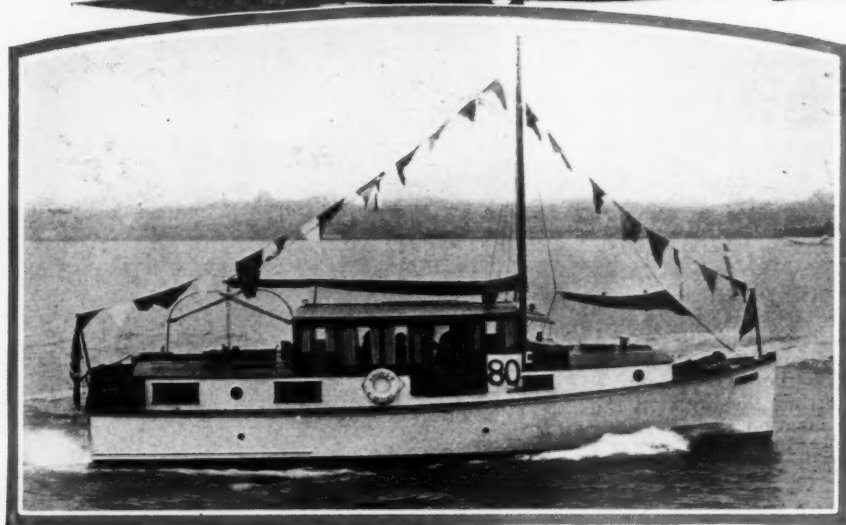
Start of one of the heats for 151 inch hydroplanes



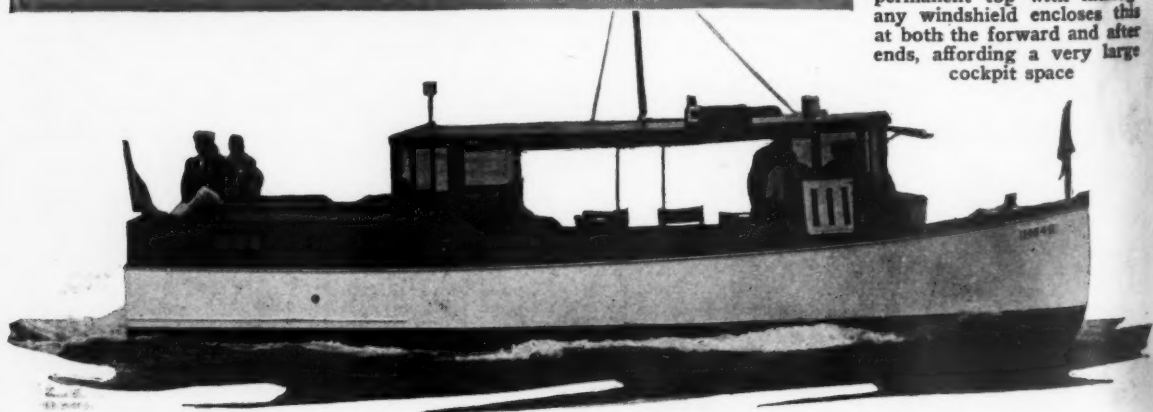
The Popular MATTHEWS 38

*Standardized Cruisers in Several
Arrangements of Cabins and
Decks Using the Same Hull
Design*

The new 38 foot sport Fisherman being built by the Matthews Company at Port Clinton, Ohio. These boats are intended particularly for those who do not require a great deal of cabin accommodation but prefer the space outdoors in the cockpit where it is useful when fishing. These boats have a small forward cabin and have been equipped particularly for the needs of the sport Fisherman in southern waters



The double cabin cruiser has been improved with the addition of an entirely enclosed bridge deck space, which in effect adds an additional room to the boat. This boat like the others will be powered as standard equipment with the six cylinder Kermath engine. These boats have proven particularly popular where a larger family requires more cabin space than is available in the single cabin type



The 38 foot day cruiser uses the same hull as the other boats, but is arranged with a single cabin aft, which is identical with that built on to the 38 foot double cabin boat. The forward cabin is done away with, and the bridge cockpit carried forward. A permanent top with mahogany windshield encloses this at both the forward and after ends, affording a very large cockpit space

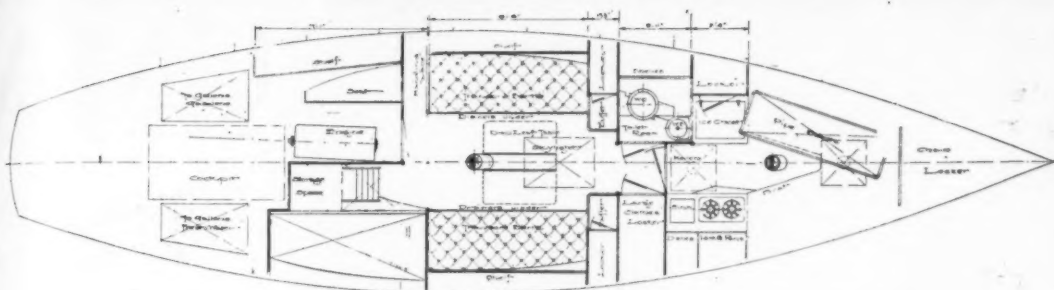


Photographs by M. Rosenfeld



Northern Light

A 43-foot auxiliary schooner, designed by Charles D. Mower of New York for George Smith, Jr., of the Shelter Island Yacht Club. Northern Light's power is a model Z Gray engine which gives a speed of 7 m.p.h. under power



The arrangement plan of the schooner Northern Light shows an attractive layout below

The Auxiliary Schooner **NORTHERN LIGHT**

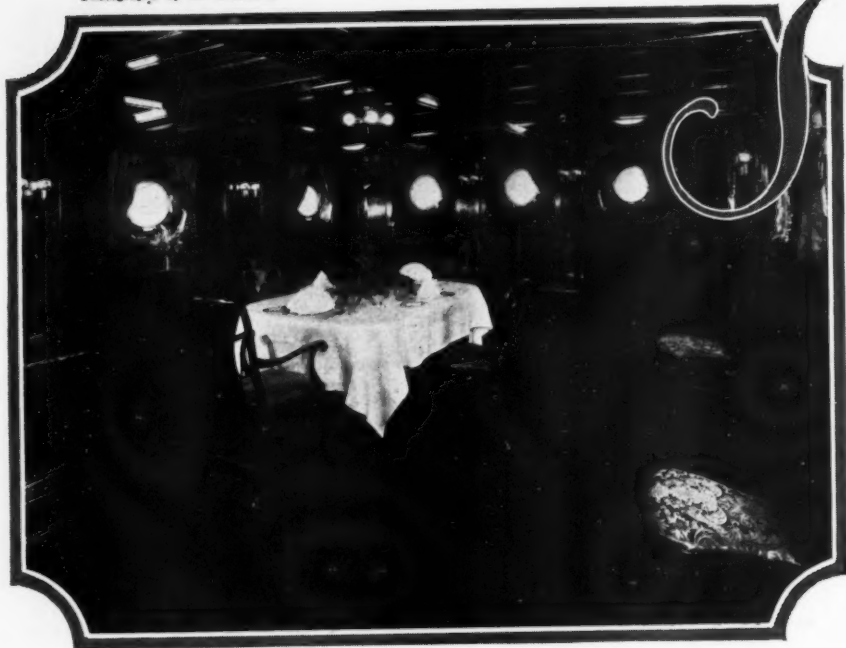
An Attractive Little Schooner of Forty-three Feet Length Built From Designs by Charles D. Mower

TWO new little schooners have been completed from designs by Charles D. Mower, the New York naval architect. There are, Northern Light and the sister ship Quick Silver. These boats were designed with the intention to produce a boat that would comfortably accommodate four persons in the owner's party, with one paid hand. They are able sea boats, and quite fast for cruising, as well as being easy to handle. Both boats were built at Greenport, New York, and are very strongly constructed and finished with first class fittings and equipment throughout. An auxiliary engine is fitted, a model Z Gray, which drives a Thompson feathering propeller, and this produces a speed of about 7 miles when under power. At a slightly reduced speed, the boats can run on a fuel consumption

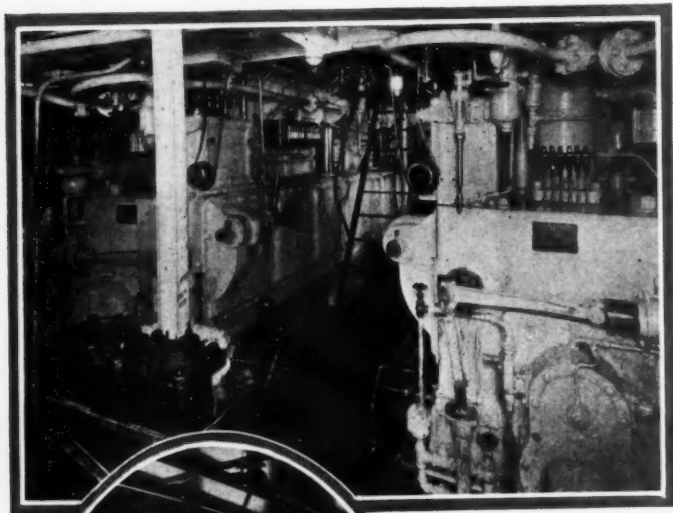
of only one gallon per hour, which gives a very large radius at an economical fuel cost. Northern Light is owned by George Smith, Jr., Shelter Island Yacht Club, and Quick Silver by W. W. Watson, Jr., of Philadelphia, and is enrolled in both the Jamestown Yacht Club, and the Philadelphia Corinthian Yacht Club. The boats are 43 feet in length.



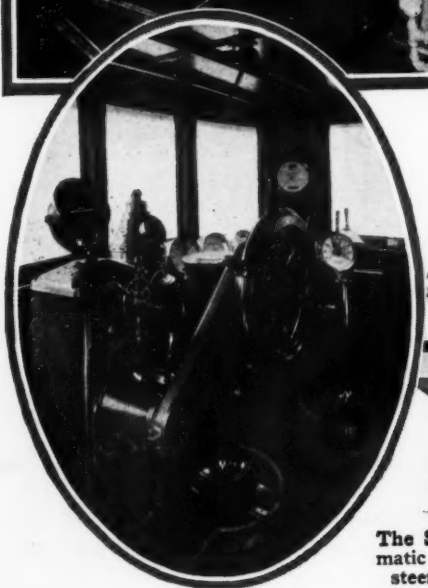
Photographs by M. Rosenfeld



Interior of the deckhouse forward which is furnished as the dining saloon



The power plant is a pair of six cylinder 420 h.p. Bessemer Diesel engines



The Sperry automatic helmsman steers the ship



SUMAR

*Twin, Sea Going Vessel
By Designer For
Weather Conditions*

HAVING built and owned the largest fleet of steel cargo vessels in use and operation on the Great Lakes, David C. Whitney of Detroit in planning a pleasure yacht for his own use naturally sought to embody in it all of the seaworthiness and substantial characteristics desirable in a deep sea vessel. In selecting Henry J. Gielow, Inc., naval architects and marine engineers of New York City to design his new yacht Sumar, he took into consideration the fact that this organization had during its many years of experience, designed and supervised the construction of over seven hundred yachts of all sizes, ranging from a six meter sail yacht, to some

A Real DIESEL SHIP

Vessel Developed
For All
Conditions

of the largest and finest steam and Diesel yachts in the country.

There were no limitations or restrictions placed on the architects in the preparation of these plans, other than the fact that the owner stipulated a craft capable of putting to sea under any weather conditions, and being able to withstand these conditions while at sea with a fair turn of speed.

In the preparation of this design the designers have developed a trim lined, sturdy, husky looking vessel which has all the earmarks of a real sea-going

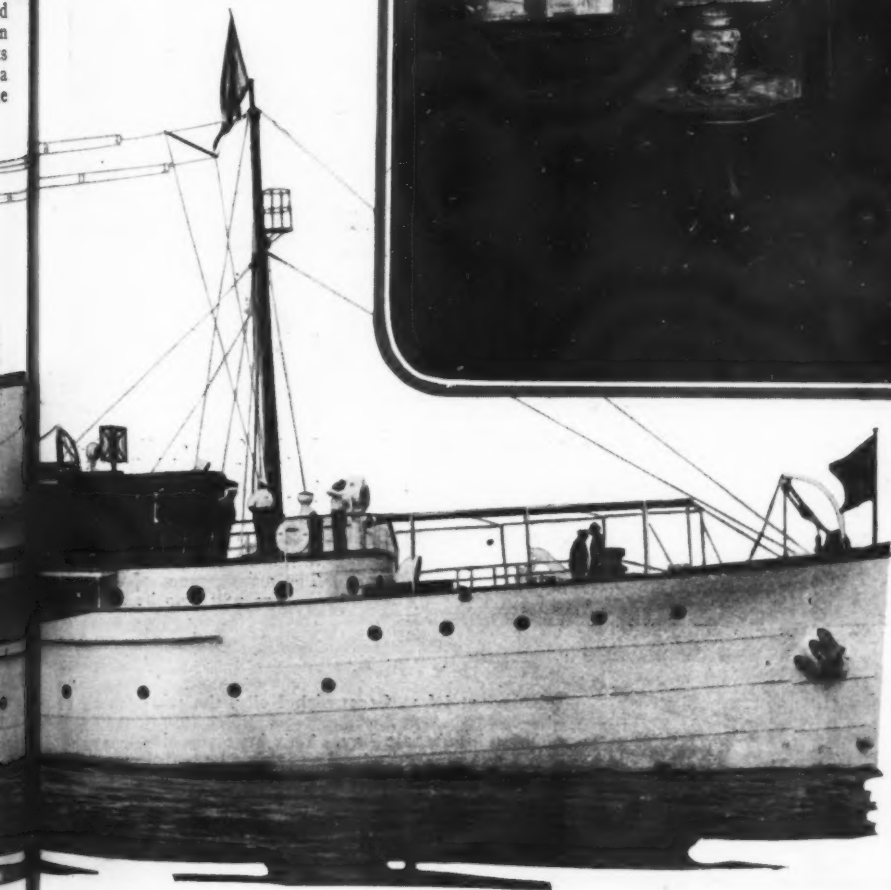
(Continued on page 76)



One of the large double staterooms in the owner's quarters occupies the full width of the ship



The living room in the deck house aft is luxurious in its appointments, while the piano is a magnificent Weber Duo Art harmonizing with the rest of the furnishings



Sumar was designed by H. J. Gielow, Inc., for David C. Whitney of Detroit and is one of the most substantially constructed vessels of the newer type. She was built in excess of Lloyds highest classification and is a most able and seaworthy craft.

Where Speed is Gained

WHAT is the correct and best position of the propeller as regards hull and rudder?

No doubt this is a very important question but unfortunately it is one on which no two authorities seem to agree. Some designers seem to believe that the propeller should be placed well aft of the hull proper and transom of the boat, while other designers argue that the driving power should be located beneath the hull. Theories are advanced by each class to prove their contentions but the conclusions are not decisive.

Above:
Stern view of Lady Helen II, winner of the Junior Gold Cup at Detroit this year. This boat is owned by Aaron de Roy of the Detroit Yacht Club and was designed and built by the Hacker Boat Co. It is powered with an 8 cylinder Miller engine

Above:
A view of the stern and propeller and rudder arrangement of Cigarette owned by L. Gordon Hamersley, the winner of the President's Trophy for the Columbia Yacht Club of New York. This is a metal hull built by the Brewster Body Company and designed by F. K. Lord. The refinements of all the underwater parts of Cigarette are especially noticeable. The arrangement of the ballers will also be seen

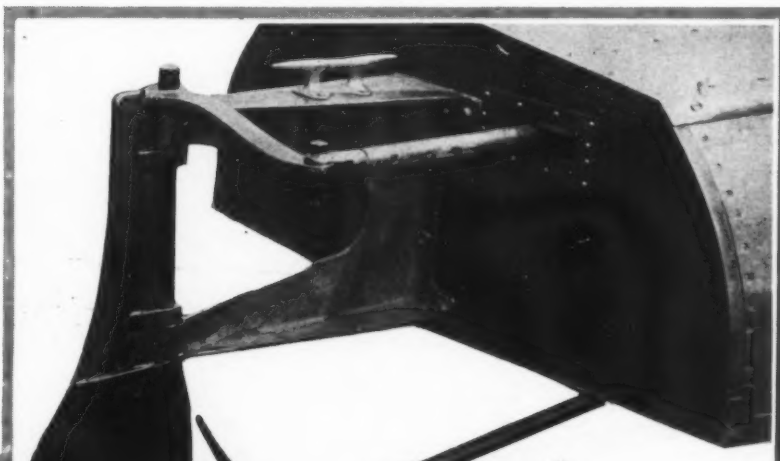
Below at left: Greenwich Folly, the winner of the Gold Cup at the American Power Boat Association races at Manhasset Bay. This boat was designed by F. K. Lord and built by Henry B. Nevins of City Island. Her power is a 6 cylinder Packard engine and she is owned by George H. Townsend of the Indian Harbor Yacht Club

ed or Lost

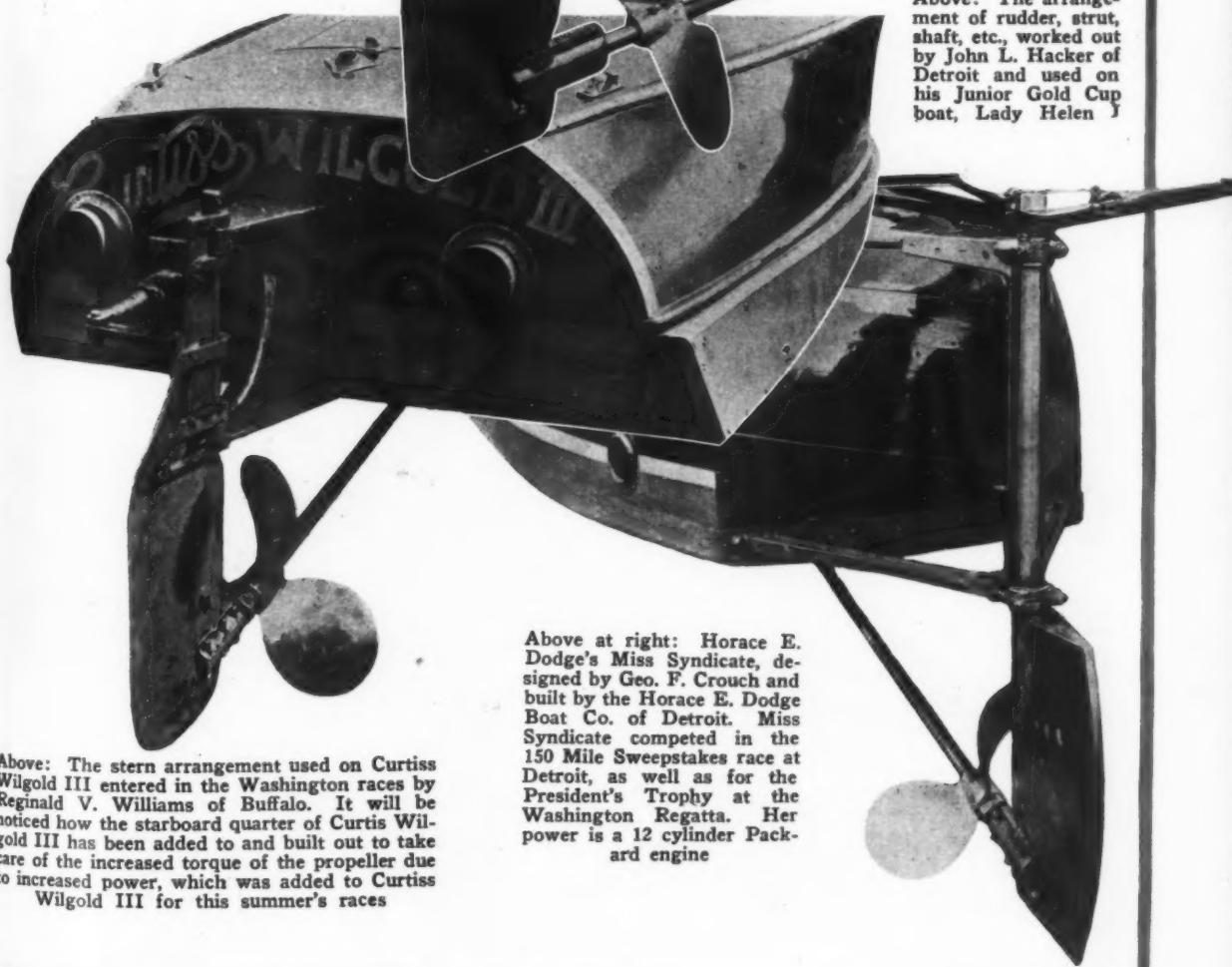
Rudder and Propeller Positions Chosen by Naval Architects to Gain the Last Bit of Speed on the Fastest Boats of 1926

In the high speed racing of today, the boat's ability to turn quickly and on a short radius, is very important, fully as important, in some instances, as extreme speed. The rudder's position and shape largely determines this question of turning. Many of this year's boats could "turn on a dime." The Purdy boats—the Biscayne Babies and their 1½ litre boats, are the best example. The foreign racing craft in turning qualities were far inferior to the American racers.

On these pages will be seen illustrations of the stern arrangements used on some of the best boats of the season.



Above: The arrangement of rudder, strut, shaft, etc., worked out by John L. Hacker of Detroit and used on his Junior Gold Cup boat, Lady Helen Y

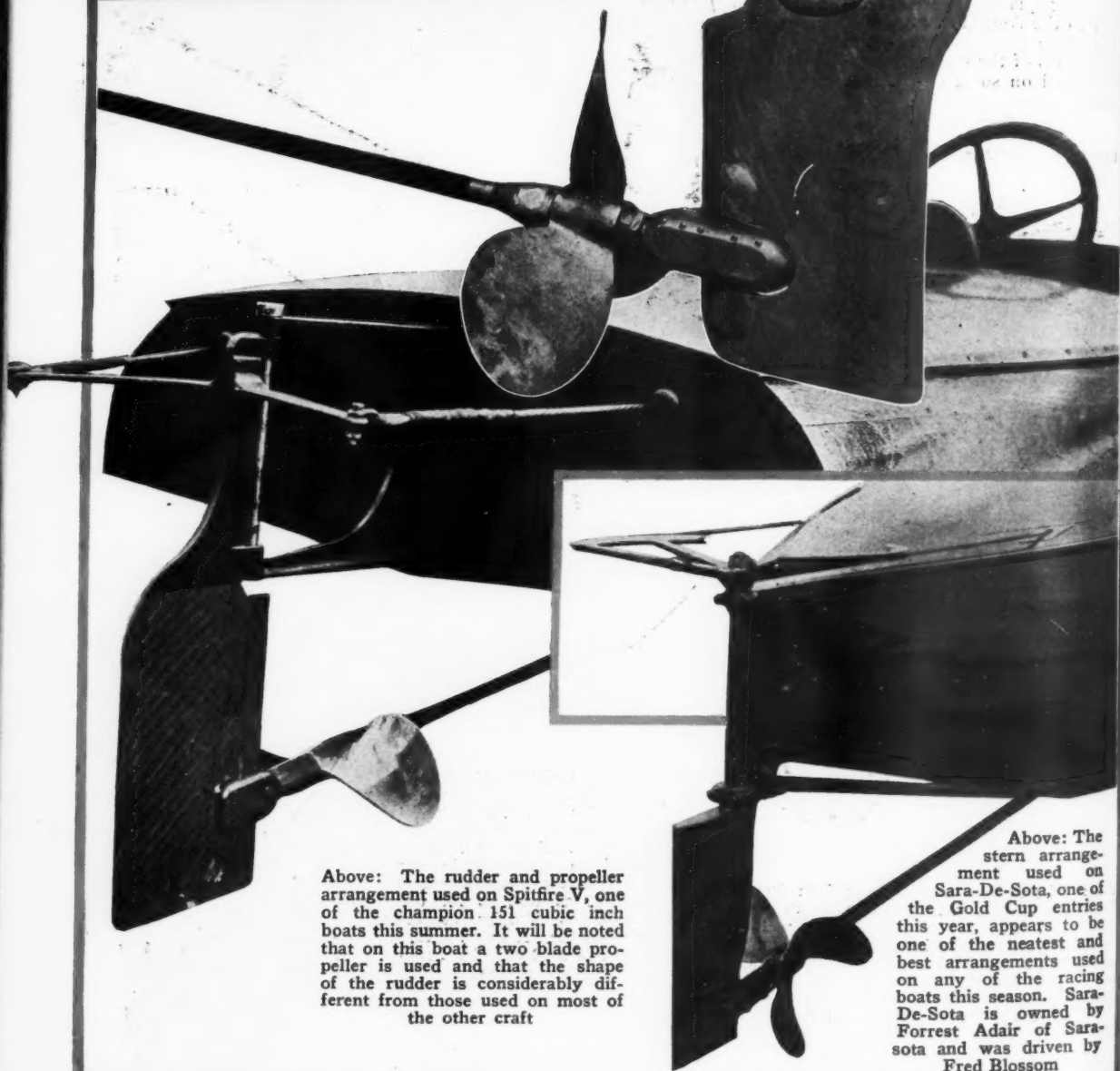


Above: The stern arrangement used on Curtiss Wilgold III entered in the Washington races by Reginald V. Williams of Buffalo. It will be noticed how the starboard quarter of Curtis Wilgold III has been added to and built out to take care of the increased torque of the propeller due to increased power, which was added to Curtiss Wilgold III for this summer's races

Above at right: Horace E. Dodge's Miss Syndicate, designed by Geo. F. Crouch and built by the Horace E. Dodge Boat Co. of Detroit. Miss Syndicate competed in the 150 Mile Sweepstakes race at Detroit, as well as for the President's Trophy at the Washington Regatta. Her power is a 12 cylinder Packard engine

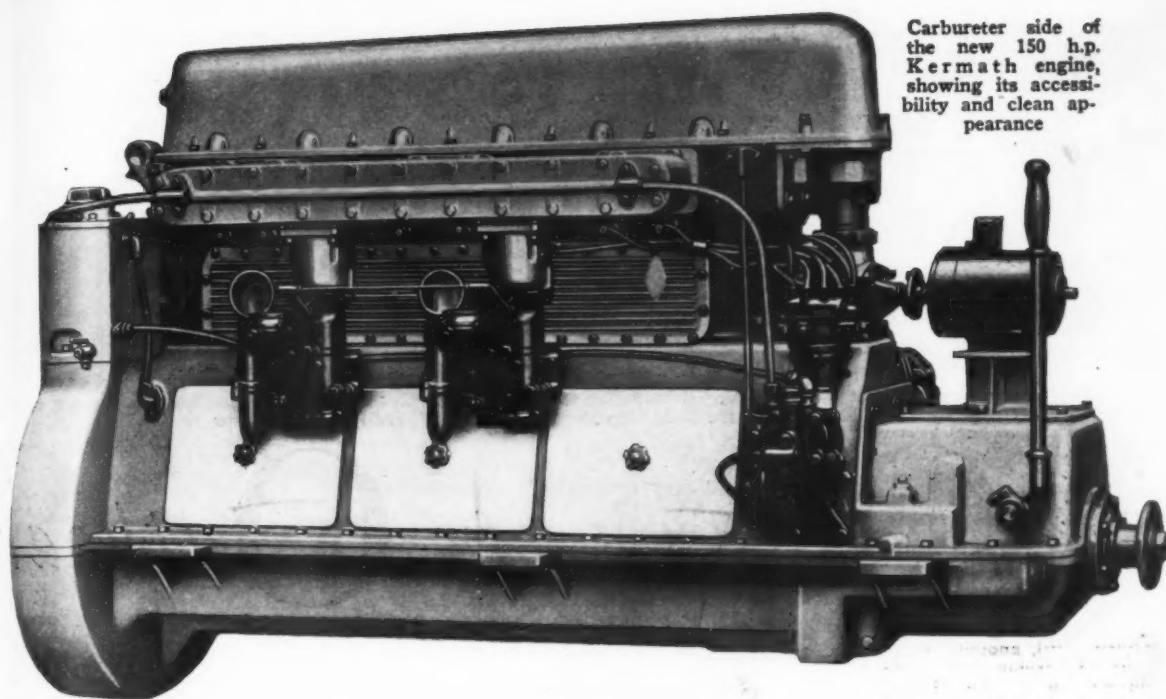
Photographs by M. Rosenfeld

At the left: Palm Beach Days, owned by William McP. Bigelow and Alfred H. Wagg of Palm Beach Florida. This boat was formerly Rainbow III owned by Commodore Harry B. Greening. The rudder arrangement seen is the one which failed when Rainbow III was leading one mile from the finish in the Gold Cup races at Detroit several years ago



Above: The rudder and propeller arrangement used on Spitfire V, one of the champion 151 cubic inch boats this summer. It will be noted that on this boat a two blade propeller is used and that the shape of the rudder is considerably different from those used on most of the other craft

Above: The stern arrangement used on Sara-De-Sota, one of the Gold Cup entries this year, appears to be one of the neatest and best arrangements used on any of the racing boats this season. Sara-De-Sota is owned by Forrest Adair of Sarasota and was driven by Fred Blossom



Carburetor side of the new 150 h.p. Kermath engine, showing its accessibility and clean appearance

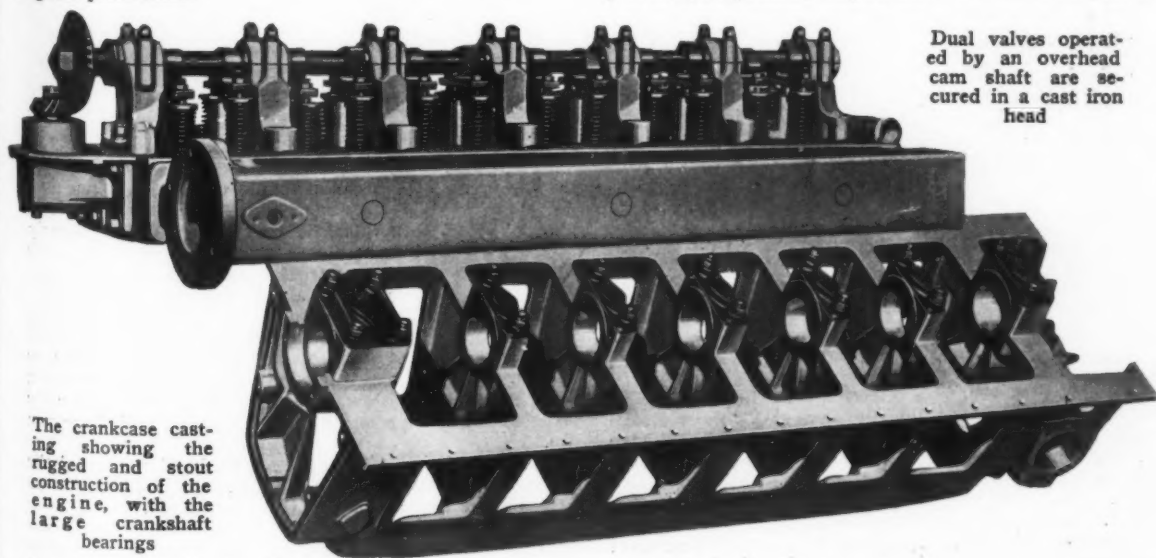
KERMATH'S *Latest*

New Methods of Production and High Standards of Marine Motor Manufacture Produce a Better Product

THE newest marine engine to be developed by the Kermath Manufacturing Company, is the six cylinder, 150 h.p. size. This machine embodies many new features in marine engine design, which have long since passed the experimental stage. These features have previously not been incorporated as standard practice on marine engines, except on those in the very highest price class.

Important improvements in the new Kermath engine are the methods of construction used for the overhead valve, and camshaft. The removable head carries dual silichrome valves of extra large size, while the cylinder bore is five inches, with a $5\frac{1}{2}$ inch stroke. The piston displacement of the machine is 648 cubic inches.

The weight of the motor has been kept down to slightly over 1,100 pounds, despite the (Continued on page 74)



Dual valves operated by an overhead cam shaft are secured in a cast iron head

The crankcase casting showing the rugged and stout construction of the engine, with the large crankshaft bearings



The Johnson powered boat owned by V. Withstandley which won a number of important outboard races this summer. This boat in the Gold Cup Regatta, averaged 18.64 miles per hour

The Outlook for Outboard

Golden Girl, another type of outboard racing craft which showed up so well in this summer's activities, both from speed and seaworthy stand-points



The canvas covered square sterned canoe quite a factor in outboard racing

IT is simple to say that we are nearing the close of the greatest year's development in the history of the outboard motor but the phrase is almost meaningless to many people. It was common knowledge that 1925 introduced an entirely new speed range, yet comparatively few people had any idea of what this meant. Outboard motor users are scattered in small groups. A certain lake, a particular harbor, each has its little fleet, and local performance makes a more vivid impression than stories from the racing field.

To most people the racing game is a thing apart—yet there is no magic in it. It is a very simple thing. Nearly every local group has its midsummer or Labor Day carnival when the season's rivalries assume a put-up-or-shut-up basis. Bill Haines has been crowing about his outfit but Doc Thompson has claimed he couldn't be beaten. A few others think both these talkers are wrong and comparatively slow. The race will give someone the right to claim superiority for the season, and there you are.

The only difference between such local races and the more or less national events is this, that Haines, Thompson and the rest picked up their boats and motors haphazard from some store's stock and none of them know a great deal about the works. Their racing equipment in other words is largely accidental. Such races are run



The 13 foot flat bottom racing boat owned and handled by Helen Hentschel, the 15 year old Brooklyn school girl

Racing

How Past and Present Tendencies Will Influence Future Boats and Engines

By Bruno Beckhard

under the national rules for standard motors and those rules are intended to assure chiefly equality of opportunity. That is what the individual wants. At the national regattas, however, there is an interest greater than that of the individual drivers, there is a natural desire to de-

velop the greatest possible speed, to develop new models, to get a comparison of maximum results. And in order that the results may be clear and beyond question the rules and conditions must be clear and must be rigidly enforced. These rules are in most cases exactly the same as those applying to local competition, and the differences in application are only those imposed by the fact that in local competition everybody knows everybody else whereas in the more formal events nobody knows everybody, and the rules must be applied to all as to a group of strangers.

Unfortunately we have as yet no national competition. The Florida

regattas take care of one section, the California and Valley regattas reach others, the New York meets still another group. There are certain differences in local conditions that make final comparison difficult. The midwest races are most frequently run under

(Continued on page 86)

Photographs by M. Rosenfeld



A group of outboard motor boats awaiting events at the Detroit Regatta

HUCK
Says

HAUL OUT

And See

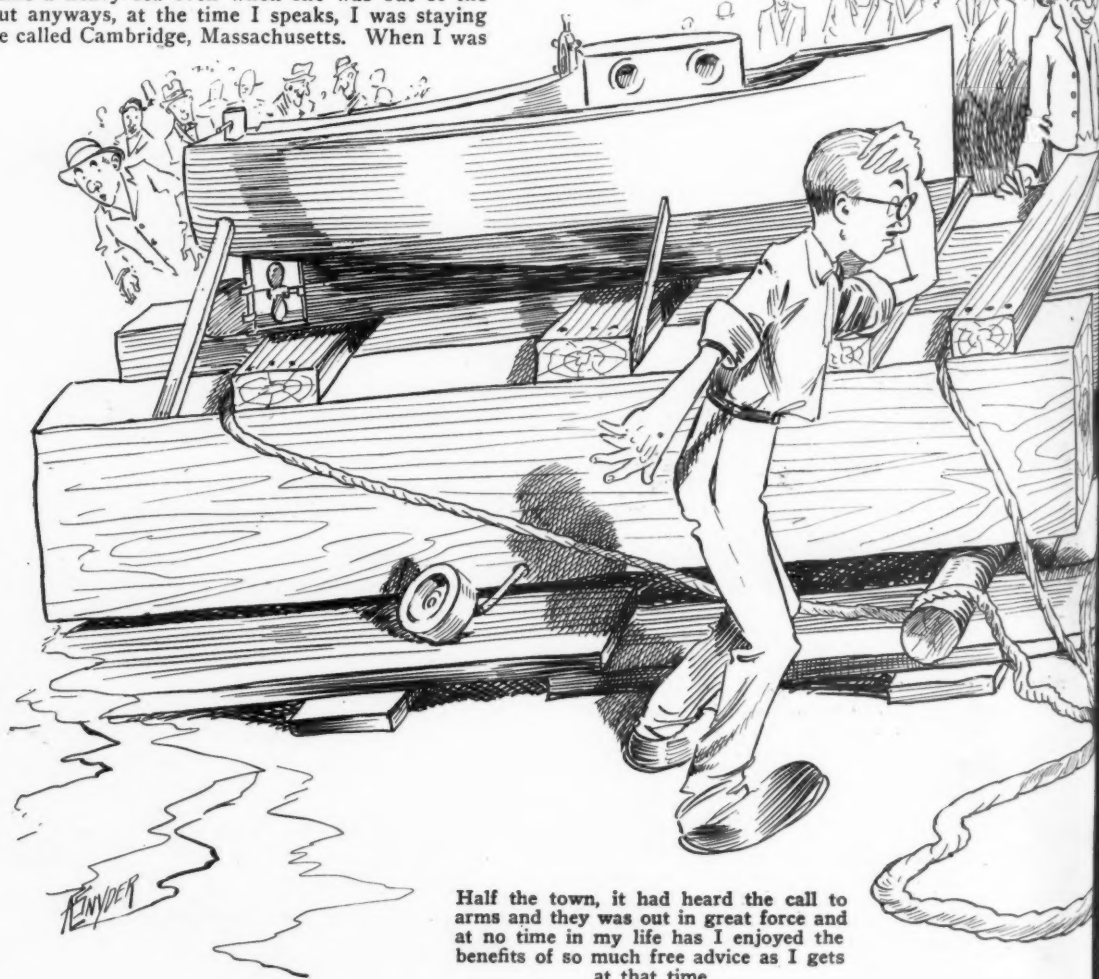
Illustrated by
A. E. Snyder

WELL, Chap, before long now, you poor simps what lives in the North, you pulls your boats out. I claims I is the greatest living Authority on hauling out boats by amature and unsuitable-like methods. I has pulled them out bow on, stern on, altogether, and in pieces. Furthermore, I believes in economy no matter what it costs. I never sees no point in paying no boat buiider nothing for hauling a boat out when you can do it yourself, even if you busts your gizzard and knocks off the rudder doing it. So seeing as how I has had all this experience, I allows as how it would be fitting to tells your readers how I done it, and then they can do what they damn pleases about it.

My first boat, it was a twenty-five footer, what I builds myself and she looks it. It has a cabin what was just big enough to change your mind in. The waterline, it wiggles like a heavy sea even when she was out of the water, but anyways, at the time I speaks, I was staying at a place called Cambridge, Massachusetts. When I was

not playing a game what requires a pack of cards and some round white discs, I was engaged in proving, conclusive-like to the faculty of that there Harvard Institution, that they was no way possible that I could be learned nothing. President Eliot, he resigns that Fall. The cause, it was not old age, nor no five-foot shelf of books. It was the result of seeing my first set of examination papers. He decides that learning, it was going to the dogs, and he gets out while the getting is good. He says to the Faculty, stern like, referring to me, "Either he gets out or I does!" but as at that time, I hasn't as yet taken to dropping no ash barrels down elevator wells, they refuses to can me, and he quits cold.

Now this, it has nothing to do with hauling out boats, but I believes in stating all the



Half the town, it had heard the call to arms and they was out in great force and at no time in my life has I enjoyed the benefits of so much free advice as I gets at that time

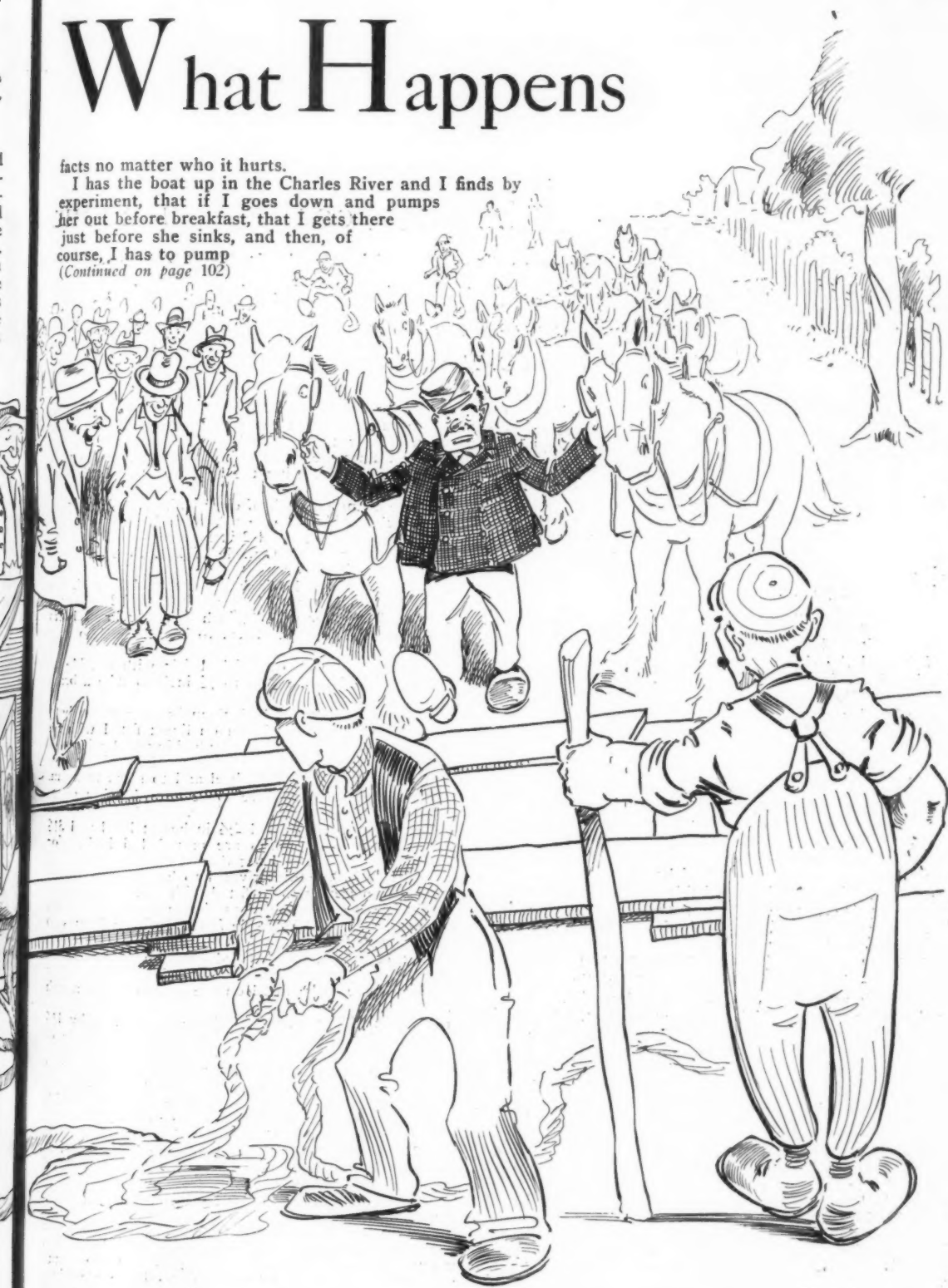
YOUR OWN BOAT

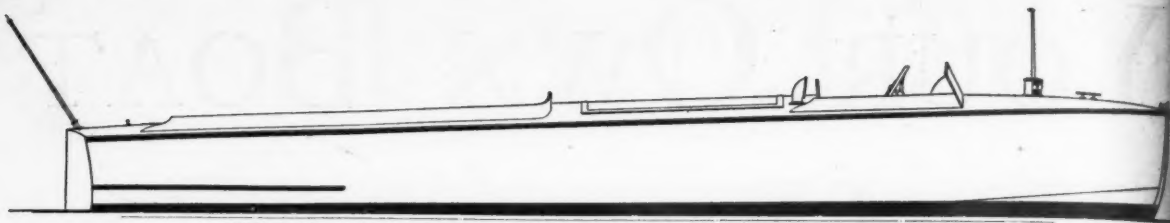
What Happens

facts no matter who it hurts.

I has the boat up in the Charles River and I finds by experiment, that if I goes down and pumps her out before breakfast, that I gets there just before she sinks, and then, of course, I has to pump

(Continued on page 102)





Outboard profile of the smart double cockpit 30 foot runabout Marquita

MARQUITA—Thirty Foot Runabout

A Smart Design and Specifications for a Double Cockpit Boat of the Most Modern Type with Complete Information of Its Construction

Designed Especially for MoToR BoatinG

By Charles D. Mower

THE design given this month is a thirty foot V bottom runabout designed for general utility service rather than for extreme speed and is a big, wide and able boat that can be safely used in open waters along the Coast or on any of the inland waterways of the country. The speed obtained will depend entirely upon the weight and power of the motor installed and will range from twelve to fifteen miles with a four cylinder motor of from thirty-five to fifty horse power to twenty or twenty-five miles with a six cylinder motor of one hundred and fifty horse power.

The two cockpits give a large passenger capacity as four persons can sit comfortably in the forward cockpit and the after cockpit will easily accommodate eight or ten more. If desired the side seats in the after cockpit can be omitted and comfortable wicker chairs can be used.

A boat of this size is a good deal of an undertaking for an amateur builder unless he has had considerable boat building experience and it is recommended that the job of building the boat be given to a regular boat builder as the most satisfactory results will be obtained if the work is done by someone accustomed to doing work of this character. A first class builder should be able to build the boat complete and include the installation of the motor, which the Owner will supply, for around twenty-five hundred dollars.

The specifications call for a hull of heavier construction than is usual in stock boats of this type as it is the intention of the designer to produce a strong, serviceable boat that will stand the hardest kind of service without sign of weakness and one that should be absolutely tight if properly built. MoToR BoatinG has published some excellent books of small boat designs and building instructions which amateur builders will find useful. A circular describing these will be sent on request. Any readers who plan to construct this boat can also secure blue print copies of the drawings to a scale of $\frac{3}{4}$ of an inch to the foot at moderate cost. Write the Editor, MoToR BoatinG, 119 West 40th Street, New York, N. Y.

General Dimensions: Length over all, 30 feet 0 inches; Breadth, extreme, 7 feet 2 inches; Draft, hull only, 1 foot 2 inches.

Material and Workmanship: In carrying out these specifications, it is understood that only the best materials shall be used and the best workmen employed.

All woods shall be sound, well seasoned and of a kind and quality suitable for the use intended. Any defective material or workmanship will be rejected at whatever stage of the work it may be discovered and shall be made good by the Builder at his expense to the complete satisfaction of the Owner.

Laying Down: The lines shall be laid down, full size, and

carefully faired. Lines to be laid down to outside of planking according to measurements given in table of offsets and allowance made for thickness of planking after lines are faired. Sawn frames are to be fitted at each design station and are to be used for setting the boat up instead of temporary moulds.

Keel: To be a single length of clear white oak, $1\frac{1}{2}$ inches thick and 4 inches wide. To be rabbeted the entire length to take planking. Rabbet sided 2 inches to allow 1 inch on each side for back rabbet. Outside of keel to be finished flush with outside of planking.

Stem: White oak, sided 2 inches and moulded as shown on plans; to be fitted to a stem knee as shown, of 2 inch oak. All to be bolted together with $\frac{3}{8}$ inch diameter brass bolts set up with nut and washer. Stem to be rabbeted to take planking.

Outside face of stem to be finished fair with outside of planking and worked to a siding to $\frac{1}{2}$ inch to take a brass stem band.

Stern Transom: To be of $\frac{3}{4}$ inch mahogany steam bent to curve of 6 feet radius as shown on lines; fitted with an oak transom frame to take ends of planking and with oak stiffeners. Two inch hackmatack knee fitted on either side of the rudder post and bolted to keel and to stern transom.

Frames: The main frames are to be spaced 3 feet apart and are located on the design stations. Made of $\frac{3}{4}$ inch thick oak. Side frames moulded $2\frac{1}{2}$ inches at head and $3\frac{1}{2}$ inches at chine; bottom frames are moulded 3 inches for entire length. To be fastened together at chine with an oak knee or block, $\frac{3}{4}$ inches thick riveted to both side and bottom frame. Swan frames to be fitted with oak floors across top of keel of inch oak moulded as shown on plans. Seam battens are to be notched into side frames. Sawn frames to be carefully bevelled to fit planking. Steam bent oak frames, $\frac{5}{8}$ inches by $\frac{3}{4}$ inches, to be fitted between sawn frames, spaced 12 inches apart. Floors on steam bent frame to be $\frac{3}{4}$ inch oak and are to be fitted on the frames and through riveted.

Seam Battens: Clear spruce, in single lengths, $\frac{5}{8}$ by $1\frac{1}{4}$ inches, notched into sawn side frames to be flush inside of planking.

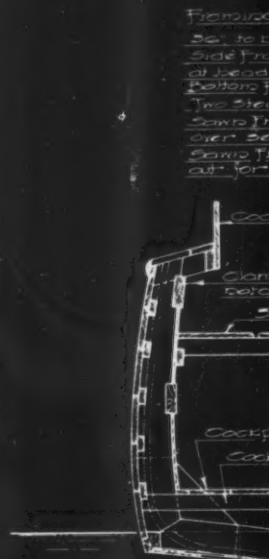
Chines: Clear white oak, 2 by 2 inches, to be notched into sawn frames and well fastened. Rabbeted to take planking. If desired the chine may be made in two pieces with an outside chine screw fastened to the inner chine.

Planking: Planking on sides to be of mahogany, single thickness, $7/16$ inches thick, fastened to seam battens and to sawn frames with brass screws, countersunk and plugged with mahogany bungs set in shellac. Seams to have a thread of cotton rolled in and to be filled with white lead putty colored to match mahogany.

Bottom planking to be double with $\frac{1}{4}$ inch white cedar for inner planking and $\frac{3}{4}$ inch mahogany outer planking. Planking to be carefully spiled and laid so that the seams of the outer planks break joints with the inner planking. The outer planking is to be laid (Continued on page 140)



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Phosphorus → Side P
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Pottery to be to Doubt
Japan: $\frac{2}{2}$ over $\frac{5}{5}$



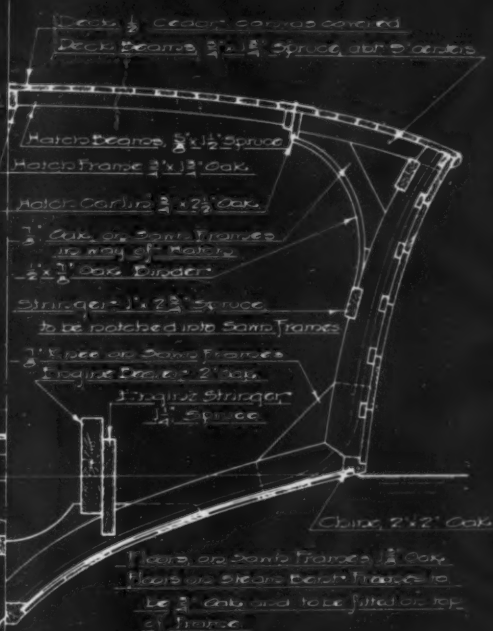
119 West 40th St.,
New York

out

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	Buttock
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	WL 24'
	WL 12'
	WL 0'
	Lead M
	Chape
	Dock

Diagram illustrating the layout of a ship's deck, showing various structural elements and labels:

- Roaming - Norway
- Camp 110 Spruce to be searched by the Double Planked
- Double Deck - Norway
- Cockpit Floor - 110 Spruce
- Cockpit Deck - 110 Spruce
- Side Planking of Stern Battery
- Side Planking of Stern Battery
- Double Planked Norway
- Deck - 110 Spruce



Scale $\frac{3}{4}'' = 1'$

10704

Construction Sections

350 Madison Ave., New York.

Scale $1\frac{1}{2}" = 1 \text{ foot}$

Station	1	2	3	4	5	6	7	8	9	10
Top of Plank Sheer	4106			Straight Line						3114
Chase Line	274	242	220	201	1110	1102	1100	107	107	106
Outlook, 24' out	403	285	201	196	186	182	182	184	191	196
Outlook, 16' out	374	207	187	170	163	162	165	172	184	196
Outlook, 8' out	224	107	143	132	130	134	144	161	177	196
Bottom of Sec.	111	011	0100	097	0106	102	121	144	170	196
Top of Plank Deck	216	321	362	371	366	352	327	216	202	236
YL 24' above	156	253	302	335	347	346				
YL 16' above	130	216	296	310	331	335	336	316	2106	272
YL 8' above	111	117	271	2113	315	325	326	313	2116	291
Lead Water Line	063	123	1112	291	3063	143	15306	2107	281	
Chase Line	106	1110	261	2102	305	312	312	362	2104	280

Notes — All Dimensions in feet* inches and ellipses to outside of Planking
Stations spaced 3' 0" apart* Water Lines 0' apart*
Buttcks spaced 0' apart*



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ART UTZ Handles Chris Craft in New Sales Plan

*Popular Salesman
Appointed Manager
and Director of Sales
for Chris Smith*

Arthur J. Utz and one
of the new type Chris-
Craft runabouts, which
he will distribute



JAY SMITH, General Manager of the Chris Smith and Sons Boat Company of Algonac, Michigan, announces the appointment of Arthur J. Utz as Manager and Director of Sales. New models of the standardized Chris Craft will now be on permanent display in the New York office.

In this capacity, Mr. Utz will be in active charge of the dealer organization being built up at present throughout the United States and Canada and will manage the New York offices of Chris Smith and Sons Boat Company. His past experiences in the marine field marks Mr. Utz as particularly suited in establishing an active dealer organization and directing the sales and (Continued on page 144)

INTERNATIONAL'S *New* 32

Pioneers of the Standardized Boat Keep Pace with the March of Progress in Their Latest Product

SOMETHING over seven years ago the idea of the standardized boat was conceived. Previous to that boats had been built one by one, each to a different design, with every single member shaped by hand and fitted by hand. Then came the dream of a standardized boat in which production methods could be applied and the various parts gotten out by machinery and assembled with less skilled labor. To do this meant having a design which would appeal to the majority of boatmen for a steady volume of sales is necessary to employ modern production methods.



The newest International 32 footer with its roomy cockpit

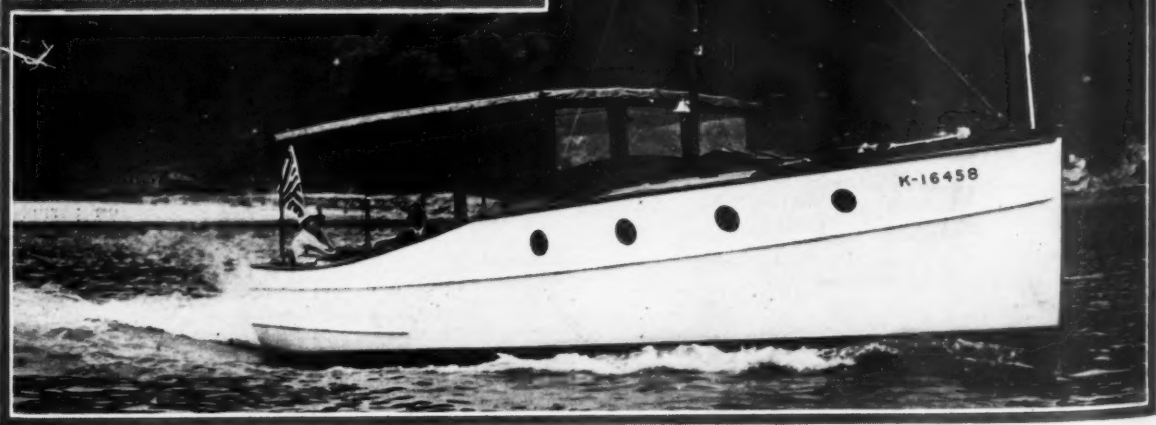
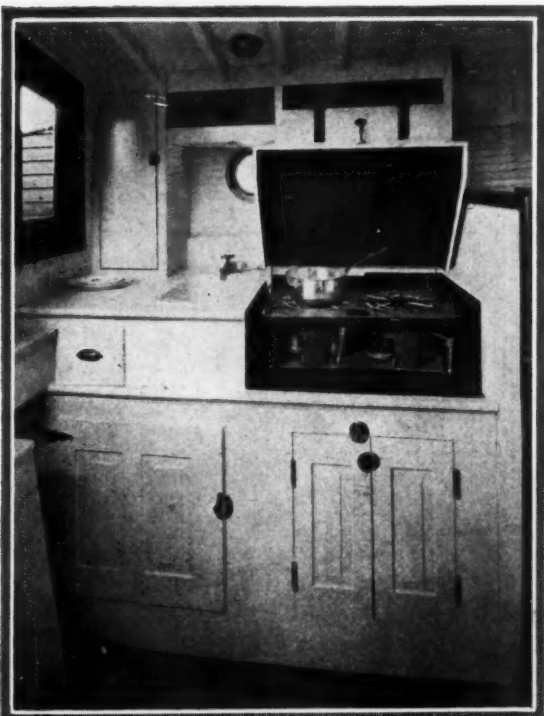
The design selected is for a cruiser of the raised-deck type, a conventional boat with nothing freakish about her. Indeed she is a strictly American development for American motor boat owners and for use on American waters. Her length is 32 feet over all, beam over the planking is 9 feet, and the draft to the bottom of the keel is 3 feet.

Realizing the possibilities of the design, the International Shipbuilding & Marine Engineering Corporation of Nyack, N. Y., which had a yard which had been famous for sixty years for building the finest yachts and an organization trained in modern production methods through building submarine chasers for the Navy during the war, decided to concentrate upon this one popular model, a cruiser that fulfilled the ideals of

(Continued on page 132)

A corner in the cabin is arranged as the galley, and is completely equipped

Photographs by M. Rosenfeld



A six cylinder Continental Van Blerck engine fits under the cockpit floor and is enclosed by flush hatches

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the January Prize Contest

1. Design and explain the construction of a simple, suitable run-way to take the place of the conventional, steep, difficult ladder, for boarding one's boat while hauled out during the winter.
(Submitted by E. A. J., New York, N. Y.)

2. Explain a method of preventing or lessening water jacket corrosion and removing the products of same.
(Submitted by W. B. M., Newburgh, N. Y.)

Restoring a Sunken Engine

How To Take Care Of and Replace In Service An Engine Which Has Suffered Through Submerging In the Water

Answers to the Following Question Published in the September Issue

"What method would you follow in drying out and cleaning and putting back in service, an engine that had been submerged in salt water?"

Better Take the Engine Apart

(The Prize-Winning Answer)

THE successful treatment of an engine which has been submerged in salt water demands three important things: first that the engine be raised without undue mechanical injury incident to the lifting operation; second that immediate steps be taken to prevent serious corrosion and rusting just after the machine is raised; and third that the motor be taken apart and thoroughly cleaned of all dirt and grit which may have been carried into the working parts before it is put back into service.

A submerged engine usually implies a sunken boat. A discussion of salvaging methods would be out of place here except insofar as they effect the engine. Small craft are often raised by some sort of a derrick barge or floating crane. In such cases the lifting gear should be attached to the motor only as a last resort after it has been found impossible for the diver to get slings passed under the hull. In an open boat the motor affords a most convenient object for attaching such gear and unless given specific instructions to the contrary a diver will be apt to attach slings to the motor in such a way that more or less serious damage is almost sure to result. If the boat must be lifted by the engine the slings should be attached to the cylinder block or passed around and under the entire machine and the engine bed. Under no circumstances should they be attached to the fly-wheel or shaft. The writer well remembers seeing the crank shaft of a fine motor hopelessly bent by a sling attached to the fly-wheel being used for the above mentioned purpose.

When once the motor is out of the water immediate steps must be taken to combat corrosion and rusting. Curiously enough very little rusting will be found to have taken place while the motor is completely sub-

merged but damage of an almost irretrievable nature can occur in a very short time after the machine is raised unless it is properly treated. The engine should first of all be drained of all salt water and well washed with fresh water. The best thing is to turn the hose on it. The fresh water should then be drained out and all exposed iron work should be given a thorough rubbing with a rag and heavy oil. All electrical gear, such as the magneto, distributor, starting motor, and generator should then be dismantled. These should be washed out with fresh water if it is found that salt water has penetrated into them. In case of doubt put no water into them. They should finally be flushed out with a half and half mixture of lubricating oil and kerosene and sent to a service station or the manufacturer for overhaul. The carburetor should be likewise removed and set aside for a thorough cleaning when more urgent work is out of the way. If possible the motor should be immediately taken apart after the above preliminary treatment; all dirt, grit and water should be removed from working parts; and the machine then assembled and put into running order. In case the engine can not be given this thorough overhaul for a few days it will be necessary to combat rusting by a liberal use of the half and half mixture of lubricating oil and kerosene. Do not use straight kerosene as it is not an effective rust preventer and its only function in the mixture is to thin the lubricating oil and insure its getting into all the bearing surfaces. The crankcase should be filled with the mixture to a great enough depth to insure the cranks dipping deeply into it when the engine is turned over; a half pint or so should be put into each cylinder; and care should be taken to see that plenty of it gets onto the valves, valve seats, valve stems, and guides. The clutch and reverse gear should also be well treated with the oil and kerosene mixture. The engine should then be turned over a few times by hand to insure the mixture

Rules for the Prize Contest

READERS are urged to consider the above questions for the January issue, and send answers to them to the Editor, MoToR BoatinG, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before November 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before November 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the question above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price

does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

working into all parts. The engine can now await an overhaul without suffering seriously from rusting during the waiting period provided it is turned over by hand a few times at least once a week.

Only in rare cases can a motor which has been submerged in salt water be put safely back into service after a mere drying out or even a flushing out with kerosene and lubricating oil. Sea water as found near the bottom of most rivers and harbors contains a lot of sand and grit and the presence of such material in the engine demands that the machine be taken completely apart and thoroughly cleaned before being put back into service. Such an overhaul as is required needs no special description provided one keeps in mind that its purpose is to remove all the abrasive material that has been carried into the working parts of the engine by the water.

W. M. A., San Diego, Calif.

Reconditioning a Submerged Engine

TO be of any use a boat should be in the water, but when water gets into the boat in sufficient quantities to sink it, everything is all wrong. Of course, boats will spring a leak when no one is around, and sink in the night and accidents are always liable to happen. If raised immediately, no material damage will be done. Everything will be soaking wet and dirty but a good washing and drying will restore them. If neglected, the finish, both interior and exterior, will be spoiled, but the greatest damage will be to the electrical and mechanical equipment, in that the windings will become water soaked and if not thoroughly dried before using are apt to short circuit and burn out, and the engine is apt to rust. The engine itself will not be damaged for some time, even if submerged in salt water. A good cleaning

and lubricating is all that is necessary. The inside of the engine is at all times well covered with a coating of oil and it will take some time for the water to get through this protective coating and cause the iron to rust.

First drain the crankcase, and remove all electrical equipment, in order that it may be thoroughly dried. The distributor and breaker should be wiped dry and all parts except the points coated with light oil. Then drain the crankcase and remove the spark plugs and pour about three ounces of denatured alcohol in each cylinder. Let stand a while and then turn the engine over by hand several times. Alcohol has a great affinity for water and any water coming in contact with the alcohol will combine with it and can be drained out through the crankcase. At the same time put a quart or more of alcohol in the crankcase to take up any water that has not drained out. The working parts of the engine will now be practically free from oil, in which condition they will rust readily.

After the alcohol treatment, fill with new oil and put oil through the priming cocks or spark plug openings to lubricate the cylinders and where practical, run the engine on a belt for an hour or more before starting under its own power. At any rate, crank the engine plenty before starting. This is written on the assumption that auxiliary ignition has been provided for use while the regular equipment is drying out. If not, lubricate as above before letting the engine stand.

Baking is the best treatment for a wet magneto, generator or starter, or coil, and the parts must be removed from the engine in order to be thoroughly dried. The windings of most electrical equipment are impregnated with a waterproofing compound when manufactured. You can test the windings with

(Continued on page 128)

Keeping Warm on the Small Cruiser

Suggestions for Installing Heating Arrangement On Small Boats Which Will Extend the Boating Season for a Few Weeks

Answers to the Following Question Published in the September Issue

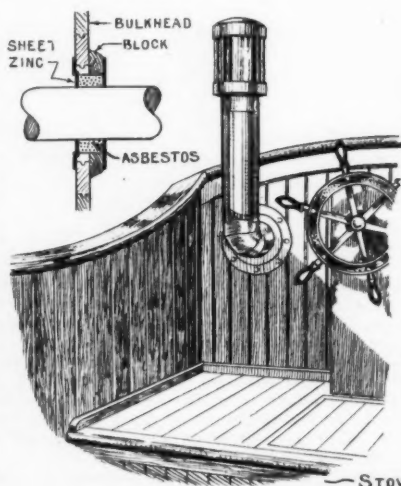
"What is the best medium of heating the small cruiser during the fall and early winter months, in order that the boating season may be lengthened a few weeks?"

Old Fashioned Stove Is Best

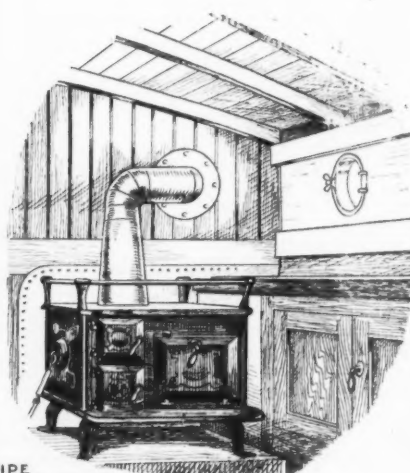
(The Prize-Winning Answer)

OF the various possible ways of heating the cabin of a small cruiser in chilly weather, the good old-fashioned coal and wood burning stove has much to recommend it.

Automobiles make use of the heat from the exhaust, but it is doubtful if this method could be used satisfactorily on a boat. Out! in the most direct way, is best for the engine exhaust. Any attempt to monkey with it by leading it around a system of piping full of bends and angles, will create back pressure. An-



STOVE-PIPE
LED THROUGH DEADLIGHT FRAME
IN BULKHEAD AND CAPPED BY A LIVERPOOL HEAD



The inside and outside arrangement of stove and smoke pipe suggested by A. N.

other objection to this method, is that when the engine is shut down, the source of heat is shut down also.

Most oil stoves are excellent for cooking, but when used for heating purposes, are not so good. They produce little warmth and will, in a very short time, consume all the oxygen in the cabin, at the same time giving off objectionable gases and burned kerosene fumes, which irritate the eyes and lungs.

The coal stove is open to none of the foregoing objections. It will heat, or cook, it is easily installed and burns fuel which can be obtained anywhere. The regular marine stove, comes in sizes from a small one about 18 inches long, up to one

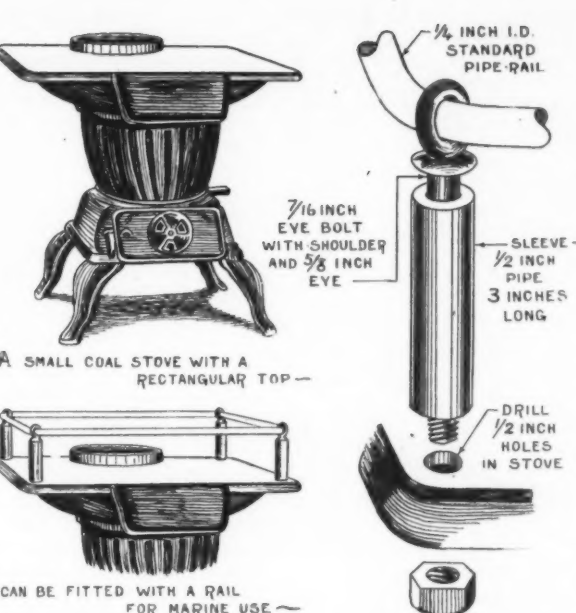
about the size of a trolley car.

A small compact and inexpensive type stove is shown in the sketch. The sketch by the way, was made from an actual stove, which measures 13 by 20 inches on top and costs \$4.50. It is a simple matter to convert one of these stoves to marine use, by fitting a rail on top, to keep the cooking pans where they belong.

The stove pipe may be led out through a water iron in the cabin roof. Where there is a high crown in the roof, it may be necessary to fit a wedge shaped block in order to reduce the angle somewhat.

Another way, is to cut a hole through the cabin bulkhead and fit a dead-light frame. By this arrangement, if it is found desirable to take the stove pipe down for the warm summer months, a round glass can be substituted for the asbestos packing, making a shipshape job with very little trouble.

Taking it by and large, for real, honest, warmth and comfort, a regular stove is hard to beat.



Details of improvement to small stove arranged by A. N.

A Hot Water System

IN planning a heating system for the small cruiser, there are several conditions and facts to take into consideration, namely: safely, efficiency, operation and cost. The system must be safe and foolproof, not only on account of the danger from fire but also on account of danger to life. An open flame of almost any sort is dangerous on account of fire and also on account of poisonous gas (carbon monoxide) which is thrown off and with which we are all too familiar. It must be efficient so that the results will be up to expectations. Its operation must be simple and sure. The cost should be moderate and in proportion to what is obtained.

The heating could be very simply accomplished by the burning of an ordinary oil heater. This method, however, is very objectionable, due to the uncertainty of the heater, the disagreeable odor, and the possibility of the flame being extinguished upon the fuel running low, in which case soot is thrown off, to such an extent, that everything within the space in which the heater is confined will most certainly be entirely coated with a thick, black soot.

In fact, any open flame will be found to be both disagreeable and dangerous, and should not be resorted to for furnishing of heat.

A method which will prove safe and efficient is to heat the cruiser by means of a hot water heating apparatus, which might be termed the Open Tank System. The temperature of the water in such a

system is never above 212 degrees and rarely above 200 degrees. This method will always give entire satisfaction where the surface is sufficiently liberal. The motive power of the circulation in a hot water apparatus is the difference between the specific gravities of the water in the ascending and descending pipes. An expansion tank is required to keep the apparatus filled with water, the water in the system expands 1/24 of its bulk on being heated from 40 degrees to 212 degrees, and the tank should have capacity enough to allow for this expansion. It is recommended that the expansion tank be placed above the highest pipes of the apparatus, in order to receive the air which collects in the mains and radiator.

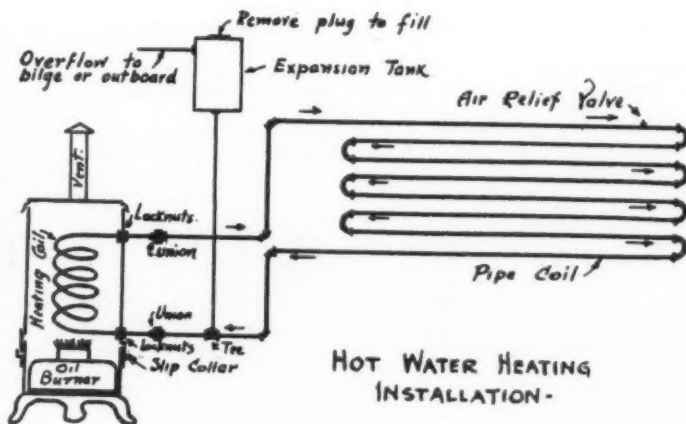
This in brief describes the operation of the system.

With regard to the radiating surface required, this will depend on the actual conditions. In a small cruiser the best arrangement will be probably arrived at by placing a pipe coil at the ceiling or running around the walls of the skylight. But regardless of how the piping and coil are arranged, care should be taken that all of the piping is securely strapped, so as to avoid vibration.

In the accompanying drawings, a heating system has been shown, which operates on a hot water heating method. The oil heater used is an ordinary oil heater, which is placed within a metal lined compartment, and is piped up to and connected with a heating coil placed in a convenient place within the compartment to be heated. In this way all danger is eliminated, resulting in a clean heat without any odor.

It has been noted that the heater consists of an ordinary oil heater with this difference. The upper cylinder is drilled to accommodate a heating coil, similar to the coils used in house water heaters with which all are familiar. The coil should be made of 3/8 or 1/2 inch copper or brass tubing, bent to proper size to suit the burner. The ends of the coil threaded with threads long enough to permit the coil being locked to cylinder walls by means of locknuts placed on the inside and outside. The piping from the ends of the coil should be arranged in a manner to suit the conditions, but in general according to

the drawing, bearing in mind that the system depends on gravity and return piping should be slightly pitched toward the heater for better operation. The hinge on the heater is removed, and a slip collar of sheet metal is provided, to enable the burner being removed for filling, cleaning, and so forth. The compartment in which the heater is placed should be lined on the inside with sheet metal, provided with a hinged door having opening in same to provide necessary air



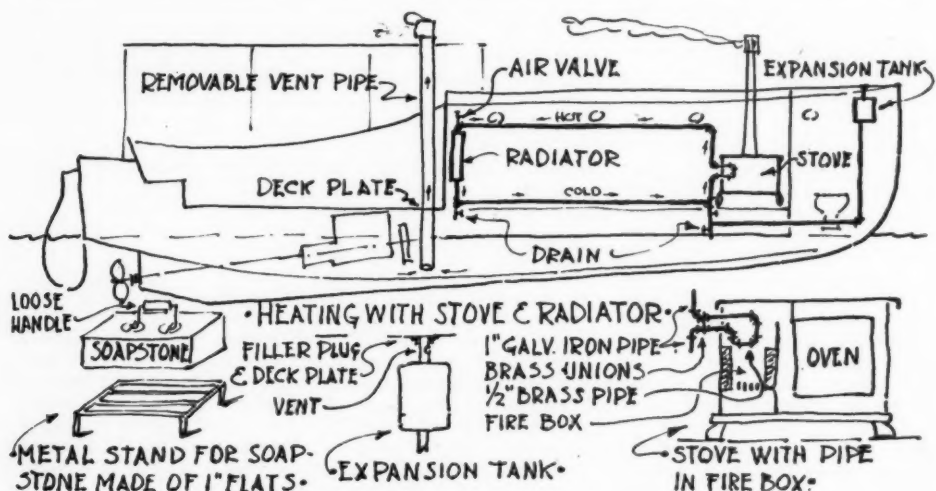
G. H. has built a hot water heater and radiator system

required by the burner, and the top should be arranged with a small flue to allow for circulation of air. The compartment may be made portable so that it can be removed and replaced only when the cold weather sets in. The location of the compartment should be preferably adjoining the cabin. The piping should be run with not less than $\frac{1}{2}$ inch pipe, and the coil should be of $\frac{3}{4}$ inch pipe. All the pipe and fittings may be of black iron and should be painted with aluminum or bronze paint after the installation is in place. All the joints should be pulled up tight so that they will be water tight. The expansion tank should be provided with an overflow pipe leading to the outside of the cabin, so that any overflow there may be will discharge overboard or into the bilge. The system is filled with water which is run through opening in the expansion tank. The pipe coil at its highest point is provided with a $\frac{1}{4}$ inch air valve through which all air within the system will escape while same is being filled with water.

While the heating system described above will probably be a little costly to install, it must be remembered that the system is not dependent on other outside means for its operation, that it will operate at all times, whether the engine is running or not, and can be operated during the night when a little warmth will be more than appreciated. Owing to the small volume of water contained within the system it will be possible to create a fairly high temperature in the water, as the oil heater will be of ample size to accomplish this result.

The oil heater on one filling should burn continuously for about 10 hours, so that there will be ample fuel to operate the system without any attention for the same period.

G. H., West New Brighton, N. Y.



A. G. W. attaches a hot water coil to a small stove and distributes the heat

Stove and Hot Water Connection

PROBABLY the healthiest, safest and most satisfactory method of heating the cabin of a small cruiser is to use a coal burning galley cook stove. The stove should be set and bolted down in a suitable place, several inches above the floor and away from the engine to keep it out of the possible gasoline vapor area mentioned later.

The woodwork of the stove space should be covered with $\frac{3}{4}$ inch thick soft white sheet asbestos, and finished with 24 gage galvanized sheet iron. Do not use the hard asbestos lumber which contains a large amount of Portland cement, and has very little or no insulating properties.

The use of a stove of this type is very satisfactory as wood, charcoal, coke or coal may be burned. The large mass of cast iron will radiate heat and the smoke pipe

will carry off all burnt gases, thereby keeping the cabin air pure.

In order to distribute the heat in a large cabin several good size pieces of soapstone, like the stones in a fireless cooker may be heated on top of the stove or in the oven, and then placed on the floor, on a suitable metal frame, at some extreme part of the cabin where its heat would do the most good.

Somewhat of a makeshift hot water heating system may be arranged to distribute the heat. This system will consist of a pipe running through the fire box of the stove and connected with a wall radiator or pipe coil. The piping should be at least one inch (inside diameter) iron pipe, and the pipe in the fire box one-half inch semi-annealed brass pipe. One half-inch will not take up much space in the fire box, and brass is a good conductor of heat, and will withstand the corrosive effect of the heat and ashes. All pipe ends should be carefully reamed to reduce friction to a minimum, and thereby facilitate circulation. The pipe at the stove should be connected with brass unions to permit easy removal of the pipe, and stove when not required in summer. Provision should be made to drain the system to prevent freezing when the boat is not in use in cold weather.

The use of oil stoves without adequate means of carrying off the burnt gases should be avoided. Ordinary oil burning stoves burn up all the air in a confined space in a short time. They also create a tremendous heat at the ceiling while it will stay very cold at the floor level.

There is a device on the market for placing a kerosene burner in a coal stove which may be applicable to heating a cabin of a boat. However there are several ob-

jections to even this type of heating apparatus. They are, first danger of oil fire due to improper handling, second, the necessity for constant observation, and, third, the great waste of heat through the smoke pipe.

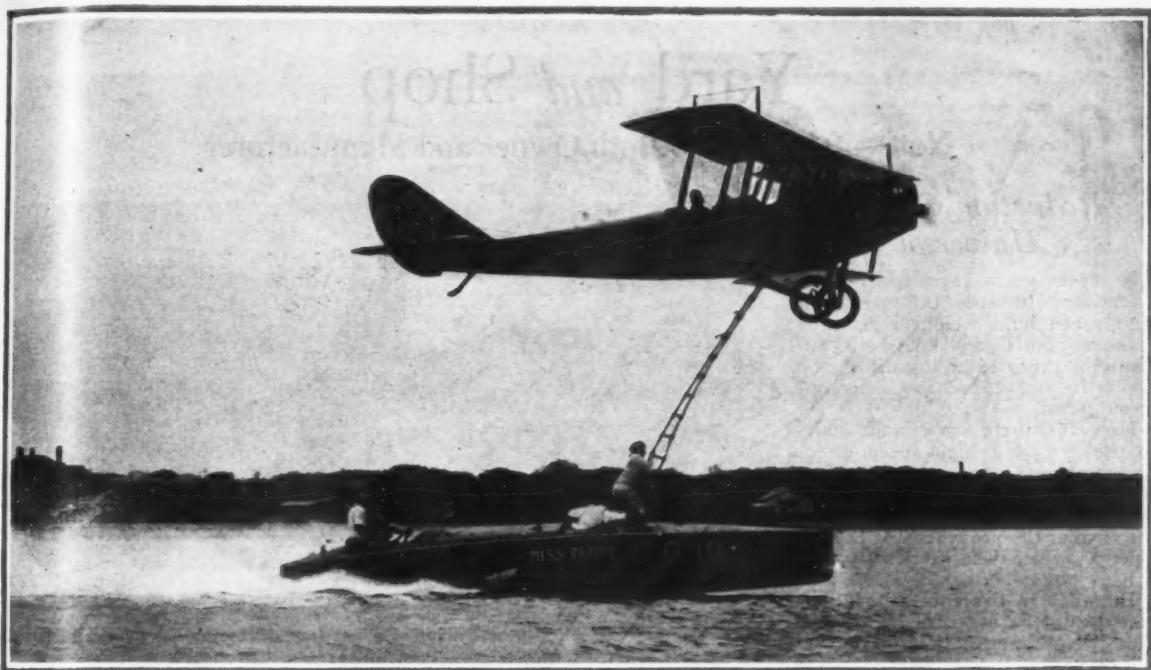
A coal stove is certainly the safest outfit. A good stove properly installed and secured, and with a secure ash pit door to prevent hot coals from falling out, may be left unattended in a rolling boat with perfect safety.

When there is danger of the formation of gasoline vapor, due to gasoline leaks, some provision should be made to remove it. Certain mixtures of gaso-

line vapor are very explosive, and care should be taken to prevent their contact with an open flame. The best arrangement is to have the engine compartment including gasoline tanks and piping separated from the cabin with a tight partition. The next best thing is to have all gasoline connections absolutely tight. Do not permit the carburetor to flood. Keep the float in proper condition, and have a small pan to catch the dripping gasoline and empty it immediately afterward.

Gasoline vapor being heavier than air, it will accumulate in the bottom of the boat, and along the floor. A piece of galvanized iron leader pipe, with a ventilating hood may be run from near the bottom of the boat to the outer air to ventilate the bilge and prevent any accumulation of gasoline vapor. The ventilating pipe should be removable to allow its removal when the stove is not in use.

A. G. W., College Point, N. Y.



Mable Cody, aviatrix, changing from the Gold Cup runabout Miss Tampa to an airplane, at 55 m.p.h. in Matanzas Bay, Florida

Miss Tampa Works In Movies

Spectacular Moving Picture Stunt Arranged in Matanzas Bay Near Davis Shores in Which Mabel Cody Changes from Boat to Plane While Traveling at High Speed

MOTION pictures, and the demand for thrillers are responsible for many people doing strange stunts. Scenes of daring and adventure are common on the screens of the motion picture theatres daily. The newest motion picture thriller was recently staged in the oldest city in America at St. Augustine, Fla., on Matanzas Bay.

Mabel Cody, a stunt aviatrix, and niece of Buffalo Bill, stepped out of the cockpit of Miss Tampa, the Gold Cup racer of D. P. Davis of Davis Shores, and seizing a dangling rope ladder suspended from the lower wing of a fast traveling airplane, successfully climbed the ladder to the plane. Both boat and plane were traveling at high speeds, about 55 m.p.h. when the change was made. Naturally the plane was somewhat the faster, and the action had to be prompt and sure in order to make the transfer

a successful one. This was the first time in history that this exploit has been performed by a woman, and only one man has done it before. A huge crowd of spectators lined the sea wall at Davis Shores, to see the act which was recorded by a cameraman for a weekly news reel.

In order to complete the picture, four days were required in which Miss Cody made three changes from boat to plane. The first attempt was spoiled by spray on the camera lenses. The second, the plane and racer ran away from the camera boat, and not until the third attempt were successful pictures made. The entire fleet of boats which took part in the stunt were Hacker craft, built by the J. L. Hacker Boat Works at Detroit, and will be used in the different regattas at Florida during the winter.



Preliminary preparations before the thrilling change from boat to plane was undertaken

Yard and Shop

Notes of Interest to Both Owner and Manufacturer

Reduction Geared Universal

IN recent years, there has been a tendency towards the use of a high speed light weight motor for cruisers and heavy boats on account of the greater flexibility, the saving in weight, and the lower operating cost.

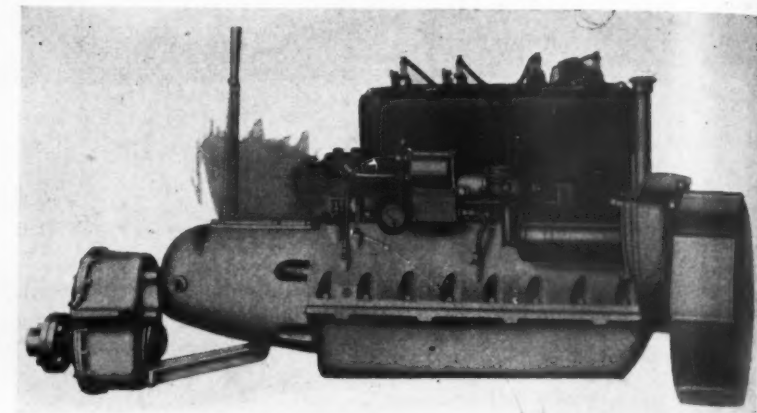
However, there are certain limits to the use of a high speed direct drive engine on account of the fact that it is necessary to use a smaller propeller for the higher speeds, and the smaller the propeller, the less efficiency, which is especially true in a heavy boat.

In order to overcome the disadvantage to the use of a high speed light weight motor in cruisers and heavy boats, the Universal Motor Company of Oshkosh Wisconsin, have developed a reduction drive for their Universal Super-four Motor.

The reduction drive is direct connected to the engine and adds only 8 inches to the over-all length, and increases weight only 50 pounds. The power is transmitted from the crankshaft to the propeller shaft through silent herring-bone gears. The driven gear is mounted on a spline shaft, and is what is known as a floating gear, assuring perfect mesh, and noiseless operation.

The reduction drive permits the engine to turn over $2\frac{1}{4}$ times to every revolution of the propeller, which means that the full horsepower of the engine can be utilized to drive a large propeller.

For example: The Universal Super-four Motor develops 30 h.p. at 1980 r.p.m. When the propeller shaft is directly connected to the engine, the propeller must, of



The new reduction gear Universal Super-four engine by means of which the 30 h.p. engine will turn a 22 inch propeller

course, turn at the same speed as the engine, and at this speed, a 16 x 12 propeller would be about as large as a motor could turn.

On a trial test of the Universal Super-four with the reduction drive in a heavy 38 foot fan-tail type cruiser, the Super-four turned a 24 x 24 wheel at 650 r.p.m.

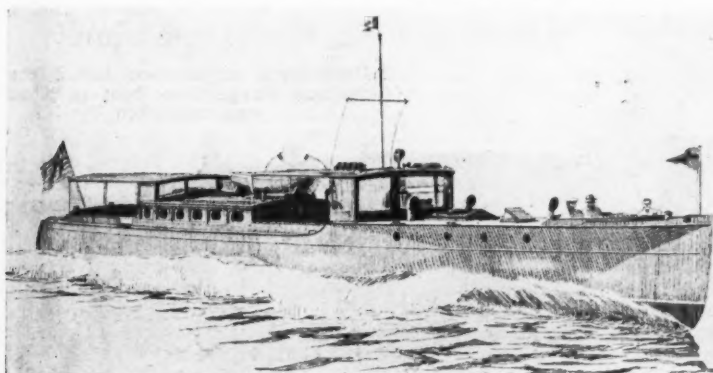
The motor which was formerly used on this boat was a heavy slow speed four cylinder motor with a bore and stroke of 5 by 6 inches, and this motor turned the same 24 x 24 wheel at only 600 r.p.m. Comparative tests were conducted on oil and gas consumption, and these tests were made on 30 mile runs. The Universal Super-four with the reduction drive showed an average saving in oil and gas of \$3.80 every thirty miles.

In addition to the great saving in operating cost, the Super-four Motor lightened the weight, took up less room, reduced the noise and vibration to practically nothing, and permitted the boat to be maneuvered with a great deal more ease than was possible with the heavy slow speed motor.



An odd solid mahogany dug out canoe carved from a single log and powered with a Universal engine and used in Central America

However, with the reduction drive, the propeller shaft is turning only 880 r.p.m., while the engine is turning 1980 r.p.m.; and the motor will, turn a 22 x 16 wheel, and consequently, greater efficiency and better maneuvering is obtained.



A 61 foot high speed express cruiser which is to be built from designs by Tams & King for LeRoy Frost

Cox & Stevens Designs

The firm Cox & Stevens, naval architects, New York, have been busily engaged in preparing designs for many new boats now in construction. In illustrating a number of these in October MoToR Boat-ing, a picture of an attractive clipper type Diesel yacht was shown, and combined with a number of illustrations of Diesel yachts, all designed by this firm. While it was not particularly mentioned that this boat was a Cox & Stevens job, the inference was plain inasmuch as the entire page was devoted to the works of this firm. (Continued on page 48)

The Life Preserver!

YES, sir, I've saved the lives of men and prolonged the lives of ships! We seafarin' men have to watch our step, and use our heads. We have to be sure!

* * *

Take varnish, f'r instance—only seems like a little thing, but it makes a whale of a lot of difference. Been usin' Valspar for most twenty years. No, sir! I never get careless.

* * *

Speakin' about varnish, that's what I know somethin' about. You can't fool us old timers about that.

* * *

There's a lot o' boats just rottin' on shore, because they were just ordinary varnished. But I saved all mine with Valspar—yes, sir! I know a good varnish and use it.

VALENTINE'S
VALSPAR
The Varnish That Won't Turn White

Waterproof, weatherproof and wear-resisting—Valspar is the one varnish that meets the exacting demands of marine service. Photo by H. Armstrong Roberts.



Yard and Shop

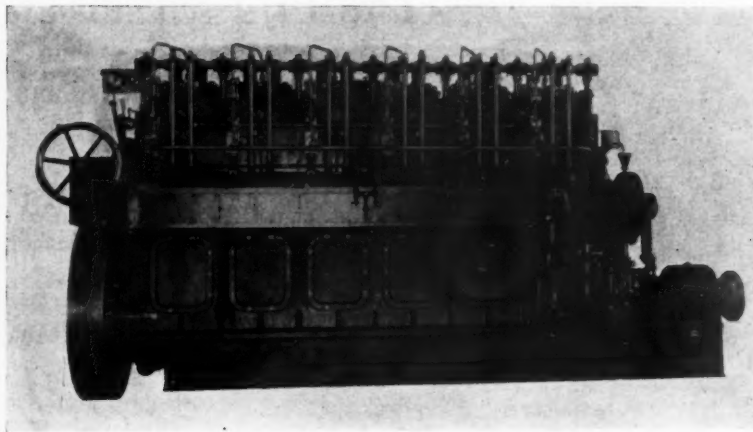
(Continued from page 46)

Johnson Engines Do Good Work in Florida

During the recent devastation in Florida occasioned by the severe hurricane, most of the larger and abler motor boats and yachts were broken from their moorings and damaged beyond immediate repair. During this time, the practicability of the outboard type engines was demonstrated very conclusively. There were over 150 Johnson outboard engines doing faithful service, in the flooded area during this period. On account of the fact that the engines were attached to any boat that was serviceable, they were useful in saving many lives of people who otherwise might have suffered serious injury. The Johnson Motor Company has received word to the effect that one of their Big Twin engines worked continuously for thirty-six hours at Moorehaven, a barge on which forty or fifty people had found refuge. Another engine at Sebring brought out fifty refugees, each trip it made into the danger zone.

Bill Gibb with Light Foundry

Word has been received that W. E. Gibb for some time Sales Manager for the Joseph Van Blerck Engine Company, has changed his



Nelseco type, 350 h.p., six cylinder, four cycle, direct reversible, mechanical injection, marine Diesel engine

connections, and is now with the Light Manufacturing and Foundry Company at Pottsdam, Pa. This company has long been known as a source of supply to the automotive industry, and one of the principal items which they now produce is the light reverse gear. Other products suitable for the marine field are in course of production, and will be announced later. This company specializes in foundry work of all kinds, and can pour in aluminum and bronze with equal facilities.

A Buffalo Powered Cruiser

The new express cruiser Alicia, which has been recently built for W. W. Vaughan of New York City, by the Red Bank Yacht Works, is of the round bilge type. She is 45 feet in length, and has been powered with a six cylinder model R. Buffalo engine, which turns a three blade propeller of 24 inches diameter and 18 inches pitch,

at 1,400 revolutions. At this rate she delivers a speed of 17 m.p.h.

An Omission on Sylvia

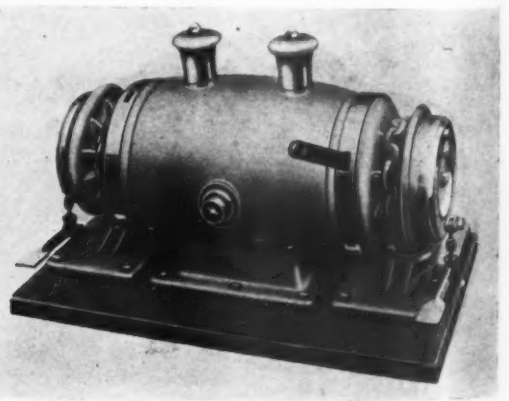
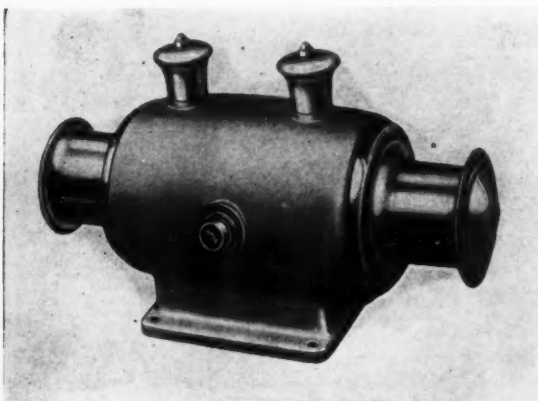
The description of the Diesel yacht Sylvia, which appeared in October Motor Boating while it was quite complete, neglected to mention the fact that this boat had been equipped with a Webb perfection range

for use in the galley. These ranges are extensively used on many boats of this class, and are arranged to be fired either with the ordinary forms of hard coal or with the more modern oil burning equipment. Cooks and stewards are very partial to this type of stove, and enjoy doing their work on them.

New York State Awards Contract

Proposals were received recently by the Commissioner of Canals and Waterways, Thomas F. Farrell, at his office in Albany, for the construction and delivery at Waterford of six, 26 foot buoy tender boats. Proposals were received for this work from the Richardson Boat Company, the Elco Works, the Albany Boat Corporation, the National Dry Dock and Repair Company, and the Marine Construction Company. A proposal submitted by the Wheeler Shipyards was

(Continued on page 68)



Two new types of electric boat and sail hoists, which are being built by the American Engineering Company of Philadelphia. The smaller machine will haul anchors and lines while the larger ones is arranged to take 3/4 inch chain. They are electrically driven, completely enclosed, and self contained



China for Yachts

Distinctive Designs and Reasonable Prices

HEAVERY duty sets of porcelain are not the best of good taste upon a smart and saucy yacht. After all, the table is a pretty important thing on shipboard. It should be just as ship-shape as the rest of the gear.

So if you own some ill-assorted mincing camp crockery, some dark night quite soon why not hold it over the lee rail and let gravity do its work?

But before you do that come down to Ovington's and see how good looking this new yacht china can be! We have any number of good designs to suggest and they are not expensive either. For as little as \$100 you can get a set complete for six decorated with your own and your club flags.

Crystal, too, to match at no great additional outlay.

"The Gift Shop of
Fifth Avenue, Inc."

OVINGTON'S

Fifth Avenue
at 39th Street

From the Atlantic to the Gulf

(Continued from page 12)

Winter Garden, through the city of Orlando, and down to the city of Kissimmee, on a specially built truck. The importance of what we were trying to do was not lost upon the wide-awake Florida people. It happened that they were organizing to make this water route feasible for all motor boat enthusiasts. So when our lumbering craft nosed its way into their territory despite all obstacles, before the rivers were made navigable, they met us on the lakes with a flotilla of smart craft, they took off our hands the expense and engineering labor of transporting us overland, they accompanied us on our portage with a motorcade, and made a parade and a holiday occasion of the enterprise.

Even our sailing such a boat, was made to appear something of a noteworthy feat, in the circumstances. When we left Jacksonville, with what looked to us like a rather neat hull, a fresh coat of paint, some tricky interior arrangements of our own devising, and an engine impressive at least for its size, we felt decently proud. Gentlemen, cruising in a gentleman's craft, is what we took ourselves to be. A month later, when we encountered the grand flotilla of Lake Dora's yacht club, assembled in our honor, we felt something like the old Constitution, towed out for a pageant. The embarrassment of our dowdy outfit, however, was speedily changed to a new kind of pride. The courteous and experienced yachtsmen of Florida, when they examined our equipment, momentarily concealed their amazement. Then, although they could not dissemble their poor regard for the craft, they expressed honest approval of the sportsmanship of amateurs who had managed to make it serve, in the face of such obstacles as we had already encountered. Thus we found ourselves honored not only as explorers and pioneers in the exploitation of watercourses, but as navigators, as well. If I were not quite sure of our deserving this honor, I should make haste to pass the credit on to my partner, who captained the cruise. It was usually he who, like Farragut at the battle of New Orleans, cried, "Damn the torpedoes!"

At any rate, it is in point to remark that we made the cruise in a boat which excited commiseration, and that if any other landlubber reads of our difficulties with misgivings, as to his taking up motor boat cruising, he should look at the matter this way; If we, knowing nothing, could take such a craft through such waters as we traversed, any man with any boat he can obtain, can do likewise. We positively demonstrated the worst that can befall the sportsman, and still we liked it.

We came to feel that in motor cruising there is a spell of romance and glamor, an appeal of sport, that will lure increasing numbers of people to embrace it. To begin with, there is something fascinating about carrying with you, like a snail, a house on your back, and venturing into strange places, independent of the country you pass through, for your food, your lodging and your recreations. And when you do so amid the pleasantly sub-tropical conditions of Florida, the joy of it becomes at times delirious.

It gave us, naturally, a good deal of concern to be threatened with a loss of our vessel and cargo, at the very beginning of our cruise. Had the liner cut our craft in two, here is the list of damages we should have totalled up:

One cabin motor boat, 36 feet long, and 9 feet wide, drawing about three feet of water. This was a former admiral's launch, of the United States Navy. It was now about ten years old, but staunchly timbered and sturdy, you may be sure, or it would not have withstood the shock of collision. It had been altered to its present use by the construction of a covered cabin in front and a canopy over all the after portion. An engine known as a Twentieth Century, (now a bit antique, but rated at 40 h.p.) had been installed amidships. Thus powered, our boat was reputed to yield ten miles an hour, and deliver four miles per gallon of gas. What employments she had seen since the Navy had sold her we could only guess—fishing and bootlegging were two probable assumptions. We bought her for \$800 cash, and got her into some kind of running condition for \$200 more. We talked of selling her at the finish for \$3000.

We must add to the account the work which had been done in Jacksonville before our departure on this initial cruise—dry-docking, caulking, and painting, and considerable rebuilding inside. As we found her, the boat had berths in the cabin forward, for two, and a poor excuse for a third berth alongside of the engine in the galley. There was precious little room for duffle or provisions and we needed space to stow supplies for a three months' cruise. So we had built new berths high above the old ones in the cabin,

closed the intervening space with hinged doors, and thus, using the old berths as shelves, found ourselves possessed of two lockers, each of which could hold more than trunk load. By slightly shortening the berth that fell to my lot, we were able to build a closet—on a boat, I found, it is called a lazarette—and here we stowed all edibles in immediate requisition. In the very tip of the bow, under the gasoline tank, we had another closet, in which we built shelves and tucked away boxes of canned provisions. Our other carpentry consisted of making a hinged extension to the berth in the galley, and some minor conveniences.

Not the least of our wealth, threatened so early by the collision, were the supplies we had purchased, through Stringfellow's acquaintance at an army post,—cans of roast beef, corned beef, vegetables, fruit and coffee, sacks of flour and meal, boxes of spaghetti and prunes—a marvellous supply, which lasted throughout the cruise. How so much could be stowed on so small a craft is a mystery yet, but there was enough for four of us, and it all got itself stowed in the forward cache, in the lazarette, and under the seats in the cockpit.

In addition to these things we carried our clothing, and a miscellaneous equipment of guns, golf-stocks and fishing tackle, charts, books, binoculars, two portable typewriters, bedding, and kitchen utensils. We added, also, and chocked up in a rocking frame on the stern, an additional fifty-gallon drum for gas.

Behind us, we towed a small boat, or dinghy, with oars. This had been painted a dull black inside and out, and not inappropriately, it was dubbed "the sea-going hearse." It might have given point to its name if the collision had resulted seriously. Once, later, when it got away and had to be swum after, it threatened disaster; it finally went to its own grave in a storm in Lake Okeechobee. We should have painted it a more fortunate color.

This comprised the tale of our wealth afloat at the time of the encounter with the Clyde liner. A few days later, when we were joined by our photographer, we added, in addition to his personal equipment and his camera supplies, two folding army cots, to be set up at need in the cock-pit, two camp chairs for the forward deck, and curtains which could be drawn wholly around the cock-pit when it was converted into sleeping quarters. Could Crusoe himself have got so much into thirty-six feet?

Perhaps, if we had been sunk on our first day out, we might have collected damages for the monetary loss on these items. But what could be demanded for so early a disaster to our plans? Were they not something? It seemed to us that the three months' adventuring on which we were embarked was quite the most valuable cargo we carried. We were going to journey as we took the notion, secure in our leasehold, provisioned against extortionate hotel charges, and away from the congestion of traffic that was then burdening the Dixie and all other Florida highways. We had a contract to write that book. Just now we were making a run down the St. John's intending to turn off into the East Coast Canal, and thence to St. Augustine. After seeing the oldest city in America, we intended to return up the St. John's to its head of navigation, and after that—we should let the impulse guide. The attitude we bore toward the enterprise may be inferred from the fact that our boat had been christened, DREAMS COME TRUE.

It was with mingled feelings of nervousness and relief, therefore, that we watched the liner proceed onward and out of sight. We resolved never again to let our gas supply run out while we were in mid-channel.

The collision had left its mark upon our craft. The fresh coat of white paint which we had put on at Jacksonville was smudged. This worried us more than the fact that the brass trim around the seam of the overdeck had been partly ripped off. Even the discovery later that the stem had cracked worried us less than the early ruin of our personal labors.

Perhaps the smash had left other marks, evidenced by a certain nervous irritability, but we were careful not to admit that we were scared. The boat got happily on again, and Tom Duffy—who in his versatile Irish temperament easily found the qualities for his duties as cook, engineer, cabin boy and deck-hand—left off tinkering with the engine to cook supper. Stringfellow steered by the chart, while I operated the field glasses in the search for a suitable place to anchor for the night. We were all eager for a halt.

(Continued on page 52)



The first thing you want— Quarter Turn Starting!

AND that is the thing that Elto gives you — an instant start on a quarter turn flip of the flywheel. No spinning, no starting ropes, no *uncertainty*. The most vital quality you can buy in a motor — not only for its convenience and ease-of-operation by every member of the family — but because it is a sure index of absolute reliability and a positive assurance of perfect performance under every condition. Read again what users say!

"First Turn—Away We Went"

"When arriving at Fox Lake, my motor was at the express office waiting for me. I put the motor on the boat and with the first turn of the wheel, away we went for the fishing grounds." Charles S. Mueller, Chicago, Ill.

"Starts with Marvelous Ease"

"The Super Elto lives up to the claims in your advertising matter, as it starts with an ease that is marvelous." C. H. Curley, Toronto, Ontario.

"Less Than Quarter Turn"

"You cannot emphasize its easy starting qualities half enough. It starts with less than 'The Quarter Turn'." Harold P. Vose, New York City, N. Y.

"Lives Up to Its Slogan"

"One sure gets enthusiastic when the Elto lives up to the slogan—starts every time on the quarter turn." J. D. Horlick, Chicago, Ill.

"Beats Them All Hollow"

"We have used several kinds of outboard motors at various times, but the Super Elto beats them all hollow. It starts so easily and runs so smoothly and quietly." Oscar L. Graham, Granite Bay, B. C.

"Has Never Failed"

"I had never before operated an outboard motor, but I took the Super Elto out of the shipping case, hung it on a boat, put in the spark plugs, filled the tank with gas, flooded the carburetor, and the second time I bumped the flywheel on compression it started. It has never failed, altho I have had it in rain for hours at a time." Carl H. DuBose, Jacksonville, Fla.

"Most Wonderful Motor"

"You have the most wonderful motor in the world—the easiest starting etc.—I know, I have tried them all." Dr. Cecil M. Sigler, Manistique, Mich.

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No More Cranking

"We have a slogan up here—'HE CRANKED AND CRANKED UNTIL HE GOT AN ELTO'." Carroll Smith, New York City, N. Y.

"In a Class by Itself"

"The easy starting and automatic reverse alone place the Super Elto in a class by itself." Mac Burney Byers, Watch Hill, R. I.

"A Revelation"

"My Super Elto started on the first quarter turn. This was a revelation to me, as the pulling and spinning I had seen with other motors were what deterred me from buying an outboard motor sooner." Henry Kutney, Detroit, Mich.



The Super Elto

"Starts with a quarter turn"



Designed &
Built by
Ole Evinrude

A3603-OP

From the Atlantic to the Gulf

(Continued from page 50)

Evening was beginning suddenly to settle, and as the shore became indistinct, it seemed to recede. The great stretch of calm waters seemed lonely in the dim twilight. To the left we saw a collection of barges clustered about a rude pier, and heard the throb of a heavy duty engine. The regular clomp of machinery indicated that some kind of work—pile driving, or sand-sucking—was going on. Lights twinkled from the engine barge and voices and laughter was carried musically over to us.

We circled around till we came within hailing distance of the barges and hallooted to them.

"Where can we anchor around here for the night, without getting in anybody's way?" we asked.

"It's better on the opposite side of the river," was the answer. "You have good deep water within a hundred feet of the shore."

We lingered by and prolonged the conversation a little unnecessarily, because we enjoyed the sensation of hearing so distinctly over a distance of water.

It was hard to gauge a hundred feet from shore, in the darkness. We cast anchor at a point which represented our best guess at the distance, and with an oar poled around the boat on all sides to assure that we had enough water. It was ample. We did not feel wholly secure, however, on this side of the river, in spite of its being far from the channel, for up stream we saw a tug with a long raft of logs, on a direct line with us. It seemed to be anchored. So long as it stayed there it couldn't bother us, but what were its intentions, so to speak? There was nothing to warrant any one's anchoring there—no town or landing. They might be waiting for the tide to turn before drifting downstream, in which case the chance of their jamming into us while we were asleep was unpleasant to contemplate.

Three freighters, brightly illuminated, also left the channel and headed in our direction. They came together at a point not over a hundred yards from us, and tied up together at anchor, like three great turtles piled up on a log. All the time we were having our supper they were busy getting settled, and we could hear the sailors singing in hoarse contentment as they, too, probably, were busy with the evening meal.

We were glad to have this company on our first night out on the river. Who knows what river pirates, or lurking hijackers make a point of holding up lonely yachts anchored at a distance from any help?

Except for these freighters, and the laboring barges nearly a mile across the river, we should have felt quite isolated and helpless. At least I should. Stringfellow was an army man, and he kept a forty-four pistol in his bunk at all times, and Tom Duffy was a backwoods hunter from Alabama, who toted his rifle about the boat as if it would get left behind otherwise. Admittedly, we were armed. But I am a peaceful soul, and am the more disquieted, the more I see trouble prepared against. So I derived comfort from the huddled freighters. The little forest of masts, each with its light on top, reflected in the water, were a tacit promise of help in difficulty.

With the fall of darkness the air had grown chill. We ate our supper in the galley, instead of in the cockpit, as we should have preferred. It was crowded in the galley. It was not over six feet square and mostly taken up with the engine. Along one side there was just room for three necessary fixtures. There was a storage tank for fresh water; next to it was a combination sink and washstand (I never did stomach that utensil; it sat at a crazy tilt, which caused it to drain more easily over the side than into the bowl) and next came the shelves for our kitchen supplies. There was a hinged extension to the main shelf, secured, when in use, by chains hooked to the ceiling. Here sat the little two-burner Kampkook gasoline stove.

On the other side of the engine was the passageway between the sleeping cabin and the covered cockpit. It was not more than a foot wide. Next the concave wall was fixed with a kind of seat, with a home-made extension, hinged to the side, which made a passable bunk for Tom. When we ate in the galley we ignored the hinged extension, set up a table of our own contriving in the passageway, and sat on Tom's bedding while we ate.

This table was a homely affair, made from a single board, and supported by hinged legs, so that when not in use it could be folded and suspended out of the way in the canopy over the cockpit. The legs were self-collapsing, and the table reminded one of a new-born calf, being always ready to crumple to the ground under its own weight. During a

meal, the fellow sitting at either end must grip a table leg between his knees to steady it.

Our boat had once been wired for electricity, but we decided that we should get better illumination from a gasoline lantern burning Welsbach mantles. It gave a very cheerful white light, and threw out a grateful warmth, quite sufficient to heat up the galley on this chilly night. We hung the lantern on a shark-hook over the engine, and it swayed from side to side with the rocking of the boat.

Our meal was primitive. We ate from tin plates and drank from tin cups. Food was served from the vessels in which it was prepared. I had bought a fancy oil-cloth table cover, but after the first meal it was not used. The Captain scorned it as not comfortable to his ideas of roughing it, and as I was often enough in conflict with his military habits, I made no point of table refinements. Indeed, a certain crudity was not only necessary but even enjoyable in the circumstances. It gave point to the fact of our being on our own, away from the inter-dependence, the conventions and restraints of communal life. I remember that first meal with a curious gusto—canned roast beef, stewed tomatoes and hominy grits. We had hominy grits three times a day throughout the cruise; the Alabaman, apparently, deems them as vital to the meal as bread, and both the Captain and the cook were from Alabama. Naturally, we had coffee also, with condensed milk; our dessert was preserved peaches. Simple enough, but I wish that one might always enjoy food as sharply.

One thing marred the meal; the constant mewing of the kitten could not be stopped with proffers of food, or bedding. It was deaf to kindness and to rough treatment. We put it out in the cockpit, and it crawled through some mysterious hole, back into the galley, wailing incessantly—and making a noise out of all proportion to its size or its grievance.

It did us a service, however. When the Captain opened the door for a third time to fling the nuisance out, he observed a more serious cause of worry.

"We're drifting!" he exclaimed.

The warning brought us all to the deck. And it was well we went, for we saw through the darkness ahead an ominous shape—the skeleton frame of a sunken ship. The tide had turned, and the force of the down stream drift had dragged our anchor, loose. Presently we should be dashed into the wreck.

The point now was to get a firm anchorage. To start the engine would be futile and dangerous in the darkness. So the Captain got into the small boat and rowed to the bow, while I hauled up the anchor and dropped it into the boat. Tom, meanwhile, tried to slow up our motion by sticking an oar into the mud.

The Captain carried the anchor out some twenty feet and tossed it over. The boat came to rest, only a few feet from the wreck.

"She's stopped!" I cried triumphantly.

"Stopped, hell," exclaimed Tom. "We're grounded!"

Investigation proved this to be the case. The falling tide had left us in shallow water. We began slightly to list.

Our care now was to plug up the exhaust pipes so that if we tilted too hard to port we should not become flooded. Next we had to try to snake ourselves off by carrying the anchor far out into deeper water, and dragging ourselves toward it. It was a slow labor, but by dint of much cussing and exertion we got, finally, a good anchorage in deeper water. Then we sat for a long time on deck, trying to estimate, from the position of the dim shore, the huddled freighters, the wreck, the lights far across the stream, and the log-tow up stream, whether we were safely put for the night. It was 11 o'clock before we were satisfied that it was safe to turn in. By this time we were weary, and perhaps the more so because of our accident earlier.

Sleep would have come to us promptly, were it not for the kitten. She kept up a ceaseless yowl. Nothing would content her. She kept climbing into Tom's bunk, and mewing at his ear.

"Tom," I called out, maliciously, from my berth. "did you lock up the ship and put the cat out?"

"Not yet," he replied, "but I will!"

With that, he opened a port-hole, picked up the kitten, and tossed her out into the river. Her crying was extinguished immediately.

Somehow, this cruelty chilled my nerves more than the collision with the liner. Obviously, we were all still a bit on edge. We needed sleep, after our first day on a cabin cruiser.

(To be continued)

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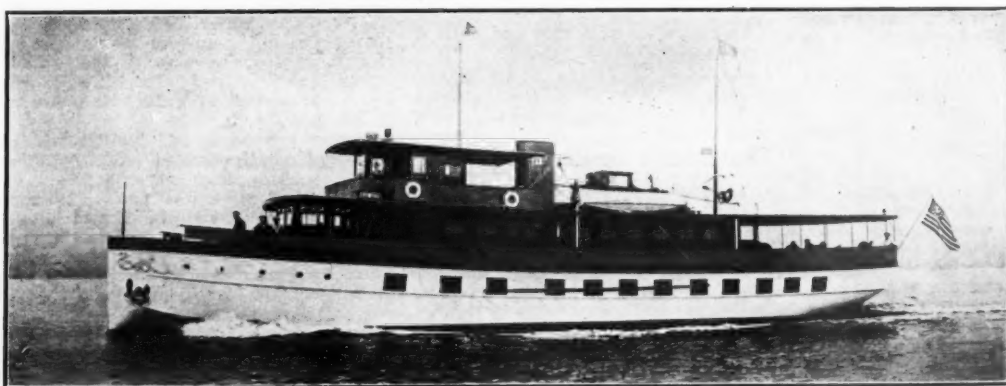
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For further particulars apply Cox & Stevens, 341 Madison Avenue, New York City.



No. 4487—FOR SALE OR CHARTER—100 ft. twin-screw motor houseboat. Winton motors. Five staterooms, three baths, etc. Beautifully finished and furnished. Below are listed other desirable offerings for sale or charter selected from our large lists:

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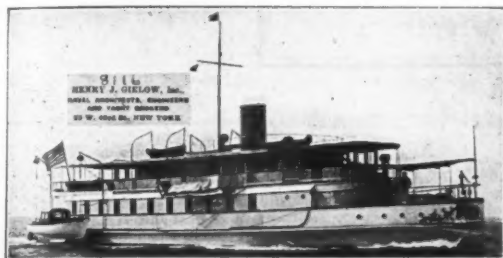
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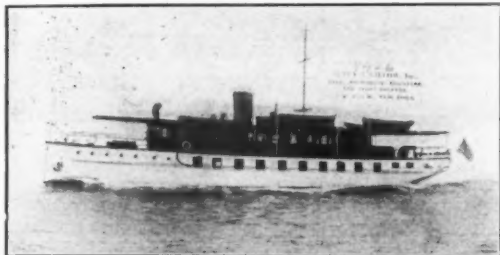
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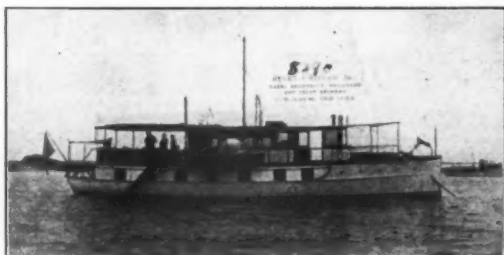
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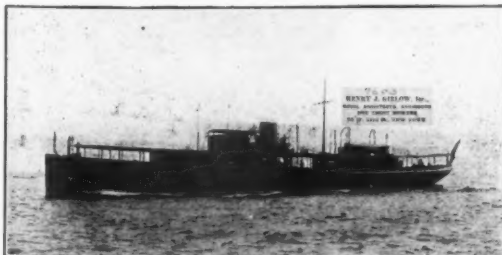
No. 8116—For Sale or Charter—This desirable 120 foot houseboat in full commission for immediate use. Large deck house containing dining room and living room. One double and six single staterooms, two bathrooms for the owner and his party. Two Standard motors recently overhauled; speed, 12 miles. Inspectable near New York. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



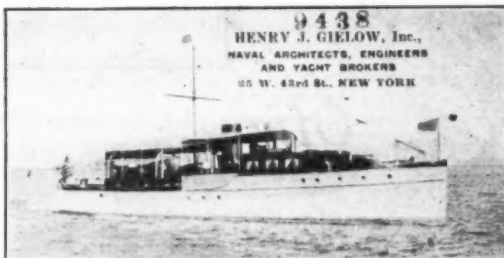
No. 9426—For Sale or Winter Charter—Modern 98' twin-screw cruising houseboat, built 1925. Speed 12-14 miles; two Winton motors. Accommodations include two double, three single staterooms, three bathrooms, large dining room and living room on deck. Beautifully furnished and fitted. An unusual offering. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



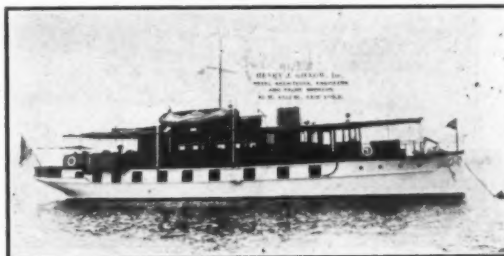
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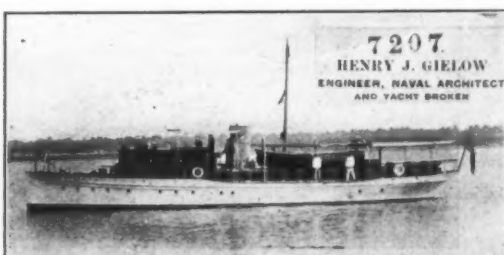
No. 7603—For Sale—Modern 145'x20'3"x7'6" twin-screw Diesel of this type for immediate purchase. There are two deck houses, forward one contains dining salon, pantry; after deck house has owner's stateroom and large living room. Accommodations below provide two double and two single staterooms, two bathrooms, extra toilet room. Winton motors. Speed, 15 miles. Excellent seaboard, suitable for extensive off-shore cruising. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 9438—For Sale—High-class 75-foot twin-screw cruiser, built by Consolidated Shipbuilding Corporation. Deck dining salon, three staterooms, two toilet rooms with shower baths, two Speedway motors, speed up to 18 miles. All in fine condition. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 9425—For Sale—Handsome 84-foot cruising houseboat; large deck house containing dining and living room. Three double, single and maid's stateroom. Three bathrooms, also crew bath; two six cylinder Speedway motors; speed, 12 miles. Furnishing and equipment in excellent condition. Price attractive. Henry J. Gielow, Inc., 25 West 43rd Street, New York.



No. 7207—For Sale—Desirable 82'0"x14'6"x3'0" twin-screw power yacht, in finest condition. Dining salon in deck house, two double and two single staterooms, bathroom and extra toilet room. Two six cylinder Speedway motors; speed, 12 to 13 miles. Attractively furnished and fitted, in commission for immediate use. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 7132—For Sale—Handsome 62-foot twin-screw express cruiser, in excellent condition. Large deck salon, two double staterooms; also two Pullman berths in salon forward. Bathroom and extra toilet room. Two 150 h.p. Speedway motors; speed, 20 to 22 miles. Interior finish all of mahogany. Further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.

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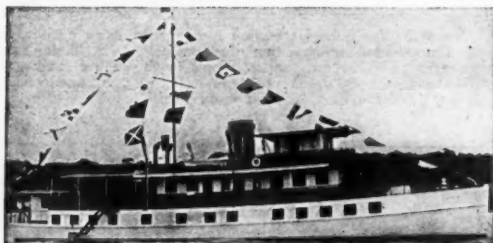
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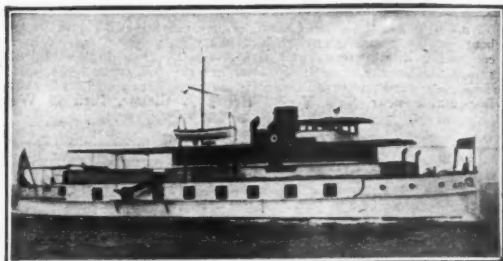
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NAVAL
ARCHITECTS

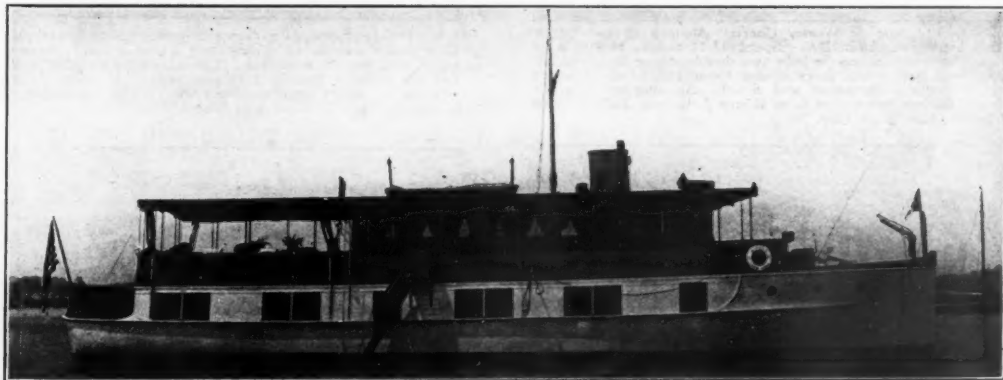
Offer ALL OF THE DESIRABLE YACHTS AVAILABLE FOR SALE AND CHARTER, SOME OF WHICH ARE ILLUSTRATED BELOW



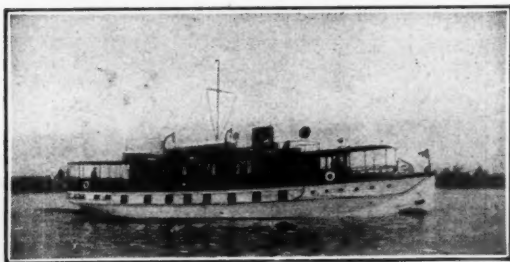
No. 1941—Sale, charter, houseboat, 100'x23'x4'. Six staterooms, 4 bathrooms, dining and deck sitting rooms.



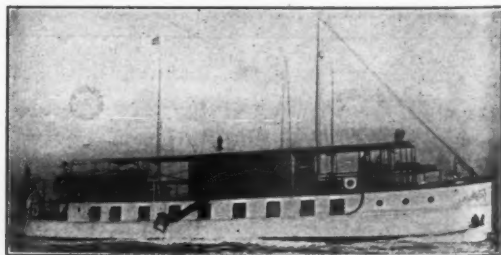
No. 1965—Sale or Charter—Very desirable 99' houseboat, three double staterooms, two single staterooms, three bathrooms, dining saloon and lounging room.



No. 1970—For Sale—This very desirable 75-foot houseboat. Four staterooms, sleeping 6 people; very large deck saloon, two bathrooms, etc.



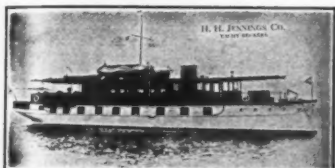
No. 1990D—For Charter—February and March—Brand new 93' Mathis houseboat; five staterooms, three having two beds each, three bathrooms; large living and dining room on deck. Powered with two 150 H.P. Winton motors.



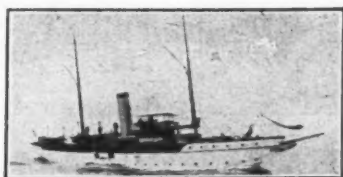
No. 1912—For Sale or Charter—Desirable houseboat, 77'x17'6"x3'6". Four staterooms, 2 bathrooms, main saloon and deck saloon.

HENRY H. JENNINGS

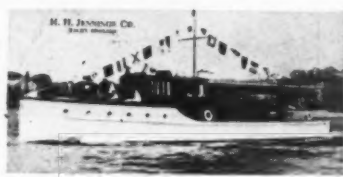
HERMAN JAGLE

H. H. JENNINGS COMPANY**YACHT and SHIP BROKERS**Cable Address
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0484-0485**Our 30 Years' Experience and Our Knowledge of the Yachts We Offer Insure Satisfaction to Clients**

No. 4565—85-foot Mathis Houseboat. Twin screw. Built 1924. Three double and two single staterooms. Large deckhouse containing dining saloon and living room. Pilothouse forward. Three bathrooms. Splendid accommodations for crew. Large galley. Two 100 H.P. Speedway motors. Speed, 12-13 miles. Electric plant. Up-to-date with all modern conveniences.



No. 3083—Ocean-going Oil Burning Steam Yacht. Steel construction. 200 ft. long. Splendid accommodation. Eight staterooms, dining saloon, library, social hall, etc. Four baths. Speed, 12-15 knots. Cold storage plant. Electric plant, etc. Cruising radius, 4,000 miles. Wireless. Submarine signals, etc.



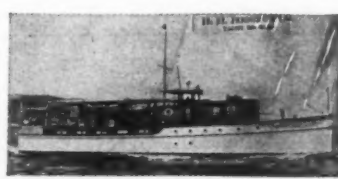
No. 2733—67 ft. Twin Screw Power Yacht. New 1926. Two double staterooms. Two berths in saloon. Transom berth in deckhouse. Two toilets and bath. Beautifully finished in mahogany. Good crew's quarters. Two 100 H.P. Sterling Motors. Speed 14-15 miles. Electric plant. All modern conveniences. Splendid proposition.



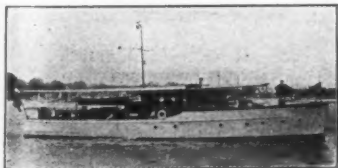
No. 2683—Twin Screw Power Yacht 127'x18'9" x5'6". Steel construction. Two double, three single, staterooms. Berth in lobby. Dining saloon in forward deckhouse. Social hall in after house. Four toilets, two baths. Good crew's quarters. Two 200 H.P. Motors. Speed 14-16 miles. Large cruising radius. Ice machine. Electric Plant. Hot water heat, etc.



No. 2486—Twin Screw 54-ft. Elco Cruiser. Double stateroom. Two upper and two lower berths in main saloon. Two toilets. Two berths and toilet for crew. Two 42 H.P. Elco Motors. Speed 12 miles. Starting and lighting outfit. Good proposition. Price attractive.

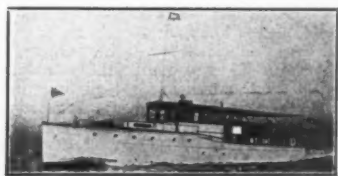


No. 2684—75-foot Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. Two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.

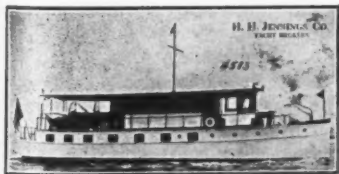


No. 2493—Twin Screw 65-foot Cruiser. Two double staterooms, berth in dining saloon. Large deckhouse contains saloon with berth and pilothouse. Two toilets and bath. Two 50-60 H.P. motors. Speed, 12-13 miles. Good galley and crew's quarters.

FLORIDA
We have splendid high-class houseboats, 60 ft. to 120 ft. available for Winter Charters. Write us for full particulars, photos and charter rates. Our Representative is now in Florida.



No. 2779—Twin Screw 56-foot Elco Cruiser. Three staterooms. Two upper and two lower berths in main cabin. Large deckhouse. Two toilets and bath. Two berths and toilet for crew. Two 42 H.P. Elco motors. Speed, 12 miles. Electric plant, electric windlass, etc. Splendid proposition.



No. 4583—60 ft. houseboat. Two double staterooms. Two berths in dining saloon. Living room in deckhouse. Two Toilet rooms. 75-100 H.P. Motor. Speed 10-11 miles. Hot water heat. Electric plant, etc. Good crew's quarters.



No. 2697—Twin Screw 65-foot Cruiser. Built by Consolidated Shipbuilding Corp. in 1925. Best construction. Double stateroom. Main saloon. Large deckhouse containing dining saloon and pilothouse. Bathroom. Interior finish mahogany. Two Speedway motors. Speed, 12 miles. Electric lights, hot water heat, etc.



No. 4376—115-Foot Oil-Burning Steam Yacht. Built by Harrohoff. Two double and one single staterooms. Two berths in main saloon. Bathroom, etc. Good crew's quarters. Steam heat. Electric lights. All modern improvements. Speed 15-18 knots. Splendid proposition.

Our list comprises all the available yachts for sale and charter. The above are only a few of our offerings. Write us your requirements. Send ten cents for our illustrated catalog.

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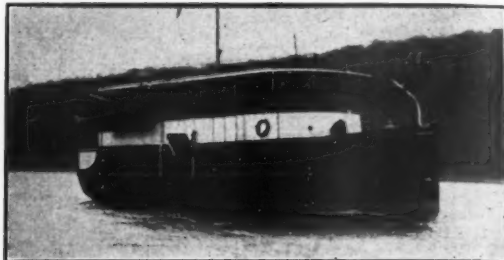
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NAVAL ARCHITECTS—YACHT BROKERS
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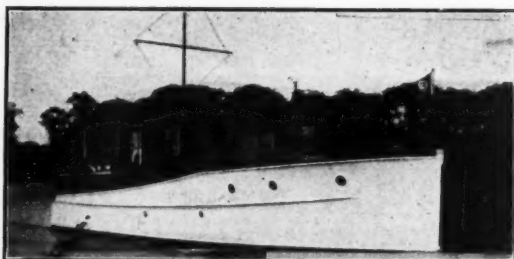
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"Rigging"



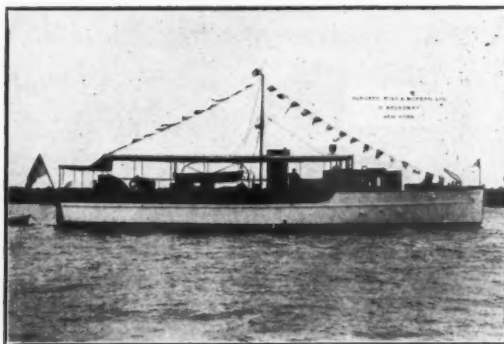
FOR SALE—No. 2102—Express day cruiser of modern sedan type. Dimensions 46'6" x 9'6" x 3'3" draft. Built 1924. Double planked with mahogany. Finest construction possible. Has large bridge deck and also forward cockpit. Van Blerck motor giving speed of 25 M.P.H. Perfect condition throughout. Price and particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



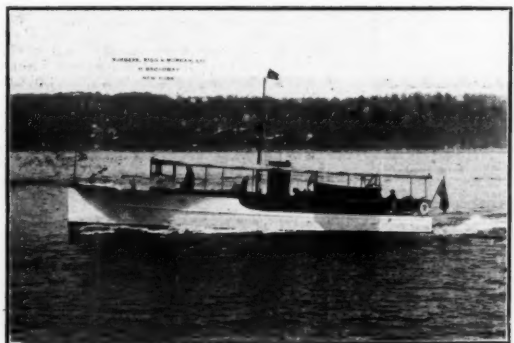
FOR SALE OR CHARTER—No. 4037—Cruising houseboat. Dimensions 48' x 14' x 3' draft. Built 1922. Large and roomy accommodations with one double and one single stateroom, saloon and deckhouse. Twentieth Century heavy duty motor. Can be handled by one man as all controls lead to the wheel. Further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 2070—Dimensions 52' x 12' x 3' draft. An ideal boat for Northern or Southern cruising. Accommodations for eight. One man control. Standard motor. Large comfortable enclosed deckhouse. All in perfect condition. Full inventory. Ready to use. Apply to Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR CHARTER—No. 3258—Modern North and South cruiser. Consolidated 80-footer. Twin screw Speedway motors giving speed of 14 M.P.H. Three staterooms, two owner's toilet rooms, bathroom with shower. Dining saloon in sunken deck house forward. Most desirable yacht available for winter charter. Full particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 2096—Sixty-foot twin screw express cruiser. Speed over 20 M.P.H. Built by the Consolidated Company. Speedway motors. Two double staterooms. Very desirable. Price and further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 4073—Mathis 45-foot houseboat. These boats are very much in demand and seldom offered for sale. Quick action necessary. Apply Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.

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FALL LISTING

BOATS FOR SALE AND CHARTER

RAISED DECK AND BRIDGE DECK CRUISERS

26'10" x 7' x 3'3"	Raised Deck	24 H.P. Redwing
26' x 7'6" x 2'6"	Raised Deck	25 H.P. Kermath
28' x 9'	Raised Deck	12 H.P. Relaca
28'10" x 8'6" x 3'	Raised Deck	15 H.P. Scripps
28' x 7'2" x 2'6"	Raised Deck	20 H.P. Continental
29' x 8' x 2'6"	Raised Deck	35 H.P. Sterling
30' x 8' x 2'6"	Bridge Deck	75 H.P. Fay & Bowen
31' x 8'6" x 3'	Bridge Deck	25 H.P. Keystone
31' x 9'6" x 32"	Raised Deck	70 H.P. Scripps
31'10" x 9'8" x 3'	Raised Deck	24 H.P. Palmer
32'4" x 8'10" x 3'	Raised Deck	40 H.P. Wisconsin
33' x 8' x 2'6"	Raised Deck	40 H.P. Fay & Bowen
35' x 8'6" x 3'	Raised Deck	14 H.P. Harris
35' x 8' x 2'8"	Raised Deck	40 H.P. Gray
35'2" x 9' x 3'	P ₂ ised Deck	30 H.P. Peerless
35' x 9'4" x 3'	Raised Deck	50 H.P. Fay & Bowen
36' x 8'6" x 2'6"	Raised Deck	24 H.P. Redwing
36' x 9' x 3'	Raised Deck	40 H.P. Sterling
36'7" x 10' x 3'6"	Raised Deck	40 H.P. Fay & Bowen
38' x 9'8" x 3'	Bridge Deck	(2) 20 H.P. motors
38' x 9'6" x 3'	Raised Deck	30 H.P. Lathrop
38' x 9' x 3'	Raised Deck	40 H.P. Doman
39' x 7'10" x 3'	Bridge Deck	60 H.P. Buffalo
40' x 10'6" x 2'6"	Rochester B. D.	60 H.P. Scripps
40' x 11' x 36"	Enc. Bridge Deck	42 H.P. Frisbie
40' x 10' x 3'	Raised Deck	35 H.P. Flat
40' x 9' x 3'6"	Raised Deck	(2) 20 H.P. Kermaths
41'6" x 10' x 3'3"	Bridge Deck	43 H.P. Lathrop
43' x 9' x 3'6"	Bridge Deck	150 H.P. Speedway
44' x 11' x 3'6"	Bridge Deck	70 H.P. Hall Scott
46' x 10' x 3'	Bridge Deck	160 H.P. Stearns
49'11" x 11' x 3'	Bridge Deck	150 H.P. Speedway
50' x 12' x 3'6"	Bridge Deck	37 H.P. Standard
50' x 11'6" x 3'	Bridge Deck	(2) 70 H.P. Maybach
51' x 10'3" x 4'3"	Bridge Deck	150 H.P. Speedway
52'9" x 9'6" x 3'3"	Bridge Deck	40 H.P. Lathrop
53' x 10'6" x 4'	Bridge Deck	40 H.P. Lathrop
54' x 11'2" x 3'2"	Bridge Deck	50 H.P. 20th Century
60'5" x 12'7" x 3'6"	Bridge Deck	(2) 150 H.P. Speedways
60'3" x 11'6" x 3'9"	Bridge Deck	60 H.P. Scripps
61' x 13'6" x 5'	Matthews B. D.	85 H.P. Winton
65' x 13'2" x 3'6"	Bridge Deck	150 H.P. Speedway
65' x 13' x 4'	Bridge Deck	90 H.P. Sterling
68' x 15'4" x 4'	Bridge Deck	(2) 65 H.P. Mianus
71'8" x 15' x 4'	Bridge Deck	(2) 94 H.P. Sterlings
74' x 17' x 3'	Bridge Deck	(2) 50 H.P. 20th Century
80' x 11'10" x 4'6"	Herreshoff B. D.	(2) 180 H.P. Speedways
82' x 14'6" x 3'	Bridge Deck	(2) 115 H.P. Speedways
83'9" x 14' x 4'	Bridge Deck	(2) 75 H.P. 20th Century

EXPRESS CRUISERS

25'10" x 6'8" x 2'	Hacker Exp. C.	90 H.P. Peerless
36' x 9' x 3'	Hand Exp. C.	150 H.P. Van Blerck
37'6" x 9'6" x 36"	Seaskiff Exp. C.	300 H.P. Fiat
40' x 8' x 3'	Hand Exp. C.	185 H.P. Sterling
45' x 11'6" x 42"	Great Lakes Exp. C. (2)	300 H.P. Sterlings
50'6" x 8'6" x 3'2"	Express Cruiser	185 H.P. Van Blerck
54' x 11' x 3'4"	Great Lakes Exp. C. (2)	65 H.P. Lathrops
57' x 11' x 3'11"	Express Cruiser	(2) 300 H.P. Flat Wood
58' x 12' x 3'6"	Express Cruiser	140 H.P. Stearns
62'4" x 11'3" x 3'	Herreshoff Exp. C. (2)	225 H.P. Sterlings
66' x 11'4" x 3'2"	Herreshoff Exp. C. (2)	290 H.P. Sterlings
66' x 11'6" x 3'	Herreshoff Exp. C. (2)	290 H.P. Van Blercks

HOUSE BOATS

45' x 13'5" x 3'	Mathis H. B.	45 H.P. Scripps
45' x 14'6" x 3'6"	House Boat	75 H.P. Frisbie
45' x 12' x 4'	House Boat	40 H.P. Palmer
48' x 14' x 3'3"	House Boat	50 H.P. Murray & Treg
49'11" x 13'7" x 3'	House Boat	50 H.P. Standard
50' x 14'6" x 3'3"	House Boat	128 H.P. Sterling
50' x 14'3" x 3'	House Boat	97 H.P. Sterling
52' x 14' x 3'	Mathis H. B.	37 H.P. Standard
52' x 14' x 3'	Mathis H. B.	40 H.P. Standard
55' x 14' x 3'6"	House Boat	40 H.P. Lathrop
63'6" x 16' x 3'	House Boat	(2) 50 H.P. 20th Century
65'5" x 14'11" x 4'6"	House Boat	35 H. P. Palmer
65' x 14' x 4'	Matthews H. B.	(2) 60 H.P. Standards
70' x 17' x 3'	House Boat	(2) 35 H.P. Palmer
71'5" x 16'5" x 3'8"	House Boat	90 H. P. Standard
80' x 16'2" x 2'10"	House Boat	(2) 50 H.P. Sterlings
80' x 17'6" x 3'	Mathis H. B.	(2) 70 H.P. Standards
80' x 16' x 3'6"	House Boat	(2) 65 H.P. Lathrops
80' x 17'6" x 3'3"	House Boat	(2) 90 H.P. Standards
85' x 17' x 3'6"	House Boat	54 H.P. Standard
99'6" x 19' x 4'6"	House Boat	(2) 60 H.P. Wintons

ELCO CRUISERS

31'10" x 8'6" x 3'	Elco Cruisette	45 H.P. W. S. M.
32' x 8'6" x 2'9"	Elco Cruisette	45 H.P. W. S. M.
41'5" x 9'10" x 3'	Elco Cruiser	42 H.P. Elco
45' x 10'6" x 3'4"	Elco Cruiser	47 H.P. W. S. M.
50'10" x 10'4" x 3'5"	Elco Cruiser	70 H.P. Wisconsin
54' x 13' x 3'	Elco Cruiser	(2) 42 H.P. W. S. M.
54' x 13' x 3'	Elco Cruiser	(2) 42 H.P. Elco Marine
56'6" x 13'5" x 3'2½"	Elco Cruiser	(2) 42 H.P. Elco Marine
80'11" x 13' x 4'7"	Elco Cruiser	220 H.P. Standard

AUXILIARIES

26' x 11'6" x 3'	Aux. Sloop	7 H.P. Wolverine
28' x 11'6" x 27"	Crosby Cat Boat	No engine
28' x 10' x 3'	Crosby Motor Sailer	15 H.P. Sterling
29' x 9' x 1'6"	Aux. Sloop	6 H.P. Liberty
31' x 10'9" x 3'2"	Aux. Ketch	18 H.P. Doman
31'10" x 11'6" x 5'	Aux. Marconi Ketch	7 H.P. Frisbie
32' x 9' x 5'6"	Aux. Sloop	90 H.P. Van Blerck
32' x 11' x 5'	Aux. Ketch	20 H.P. Roberts
32'6" x 12' x 4'6"	Aux. Yawl	16 H.P. Engine
36' x 11'6" x 4'6"	Aux. Marconi Sloop	25 H.P. Frisbie
36'3" x 10' x 5'9"	Aux. Schooner	8 H.P. Redwing
38' x 12'5" x 5'8"	Friendship Sloop	No engine
39'6" x 13' x 3'6"	Aux. Sloop	16 H.P. Standard
40' x 10' x 3'	Bugeye Schooner	7 H.P. Regal
40' x 12'6" x 4'	Aux. Yawl	15 H.P. Scripps
40' x 14' x 5'6"	Aux. Schooner	12 H.P. Lathrop
41' x 11' x 3'6"	Aux. Yawl	10 H.P. Vulcan
43' x 12' x 4'	Aux. Yawl	35 H.P. Peerless
45' x 14' x 4'	Aux. Schooner	10 H.P. Palmer
55' x 11' x 6'9"	Aux. Ketch	20 H.P. Brennan
56'6" x 15'2" x 4'	Aux. Yawl	18 H.P. 20th Century
77' x 176" x 6'	Aux. Schooner	65 H.P. Standard

USED ENGINES

2 Flat Wood 300 H.P.	6 Cyl., 6¼" bore, 7½" stroke
1 Standard 24 H.P.	4 Cyl. 5" bore, 6½" stroke
1 Continental Van Blerck	60 H.P., 6 Cyl., 4½" bore 5½" stroke
1 Van Blerck 125 H.P.	4 Cyl. 5½" bore, 7" stroke (1925 model)
1 Hall 4 Cyl., 40 H.P.	heavy duty (completely rebuilt 1926)



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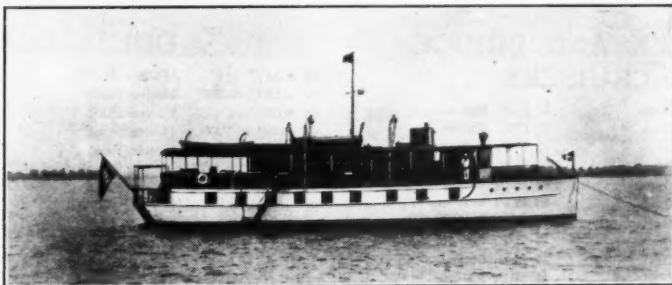
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House boats — for Southern waters



DUE to the recent hurricane, there is a scarcity of boats in Florida and prices down there are accordingly high.

If you are going South, buy or charter here and have the vessel delivered to your winter home.

*Here is an authoritative list—probably the most complete
house boat listing arranged according to size.*

- No. 900—For Sale—45' large double stateroom, main saloon sleeping two, deck saloon, bath, two toilets; Scripps engine.
- No. 556—For Sale—47', Sleeping accommodations for six, two toilets, Murray & Tregurtha engine.
- No. 340—For Sale and Charter—48', two double staterooms and bath, main saloon and deckhouse, new furnishings throughout; Standard engine.
- No. 605—For Charter—November, December; 50', new 1925, exceptional accommodations for a boat of her size, remarkably well equipped; 6-cyl. Lathrop engine.
- No. 834—For Sale—50', two double, one single stateroom; three other berths; very shoal draft; 6-cyl. Sterling engine.
- No. 773—For Sale or Charter—50', 2 double staterooms, four other berths; 8-cyl. Sterling engine.
- No. 603—For Sale—50' 3 single staterooms, bath, two berths in saloon, deck house; Sterling engine.
- Nos. 603—477—For Sale—Two of the well-known Mathis' 52-footers. Both boats in excellent condition; Standard engines in each.
- No. 330—For Sale or Charter—55', new 1925; three single staterooms, bath, two berths in saloon; 2 Lathrop engines.
- No. 414—For Sale—57', new 1925; 2 large double staterooms with connecting toilets, single stateroom, extra toilet and bath, beautifully furnished, Standard engine.
- No. 147—For Sale—63', 3 double staterooms, bath and two toilets; crew's quarters aft; two 20th Century engines.
- No. 1050—For Sale—65', new 1925, 2 double and one single stateroom, large bath and two toilets, beautifully furnished; two 20th Century engines.
- Nos. 904—905—For Sale—66-footers built by Mathis, excellent accommodations; one equipped with a 6-cyl. Sterling and the other with a 4-cyl. Standard.
- No. 1046—For Sale or Season's Charter—66', exceptionally roomy boat; 4 double, one single stateroom, two baths, galley and dining saloon on deck; 2 Lathrop engines.
- No. 767—For Sale or Charter—67' 2 large, double staterooms, one single stateroom, 2 berths in saloon, 1 in pilot house, 2 baths and toilets, hot water heat, Delco lighting system; large, well-furnished deck saloon; crew's quarters for six; 2 6-cyl. 20th Century engines. Now in commission.
- No. 1044—For Charter—(For a week or an entire season.) 68', new 1924, 2 large double staterooms, two single staterooms, two baths; 2 Knox engines.
- No. 614—For Sale—72', built by Mathis; 3 double and one single stateroom, large dining saloon; 2 Standard engines.
- No. 150—For Sale or Charter—77', built by Mathis; exceptional accommodations, large deck house; 2 Standard engines.
- No. 149—For Sale—80', Mathis houseboat, 4 double staterooms, extra berths, accommodations for ten to twelve; completely equipped; 2 Standard engines.
- No. 195—For Sale—80', 2 double and 2 single staterooms, 2 baths and toilets; boat entirely overhauled and refurnished in 1925. One of the best of its type available; 2 6-cyl. Standard engines.
- No. 600—For Sale or Charter—80', new 1925; 4 double and 1 single stateroom, 2 baths and shower; all rooms equipped with beds; 2 Lathrop engines.
- No. 681—For Sale—80', 4 large, double staterooms, 2 baths, linen locker, very large deckhouse; 2 Sterling engines.
- No. 623—For Sale—85' Mathis, 4 double and 1 single stateroom, 1 bath and 2 showers; beautifully furnished; 2 Speedway engines.
- No. 90—For Sale—85', 2 double, 3 single staterooms, 3 baths, crew's quarters aft; two 20th Century motors.
- No. 1045—For Charter—86', Mathis built; 2 double, 2 single staterooms; 2 baths and 3 toilets; 2 6-cyl. Wintons.
- No. 1000—For Charter—87', new 1926; exceptional accommodations, beautifully furnished throughout; 2 6-cyl. 20th Century engines.
- No. 789—For Charter—89', new 1925; 2 very large double staterooms, 2 single staterooms, 3 baths, deck saloon 28' x 13'; 2 Speedway engines.
- No. 732—For Sale or Charter—96', 2 double and 3 single staterooms, 4 baths, crew's quarters aft; 2 Standard engines.
- No. 603—For Sale or Charter—99', 5 double staterooms, elaborately furnished; 3 baths, 5 toilets; 2 Winton engines.
- No. 616—For Charter—100', 2 double, 3 single staterooms, 2 baths, large deck space; 2 Winton engines.
- No. 615—For Sale—100', 3 double, 4 single staterooms; 2 baths, shower and 3 toilets; 2 Wintons.
- No. 92—For Sale—107', 2 double, 4 single staterooms, 3 baths and toilets; 2 Wintons.
- No. 753—For Sale or Charter—120', 7 large staterooms, 2 baths, dining saloon and music room in deck house; 2 Standard engines.
- No. 1040—For Charter—86', 2 double staterooms, 2 single rooms with extra berths, 2 baths and toilets and 1 extra toilet; large deck dining and sitting room; 2 Winton engines.

DAVID S. BECHTEL

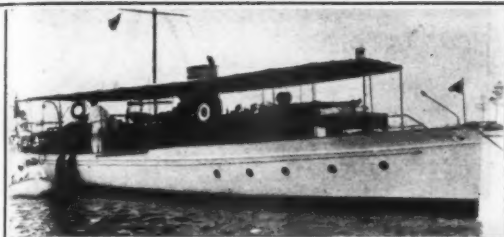
Naval Architect and Engineer

136 SOUTH FOURTH STREET

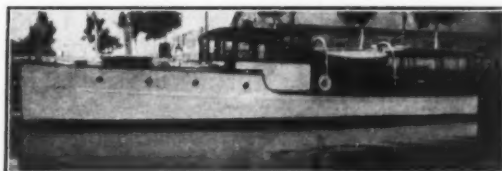
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MARINE INSURANCE

Telephone: Lombard 5434

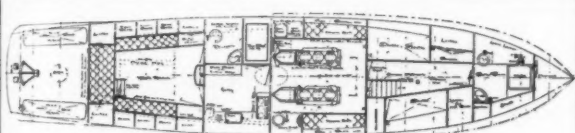
PHILADELPHIA, PA.



FOR SALE—A very able and comfortable cruiser in excellent condition. 65 feet long by 14 feet beam and 4 feet draft. Powered with a 20th Century 150 H. P. motor. Speed 10 to 12 knots. Designed and built by the N. Y. Yacht, Launch and Eng. Bldg. Co. This boat is now hauled out for the winter near Wilmington, Del. She is in excellent condition throughout and well equipped. There are accommodations for two staterooms aft with double berths and two Pullman berths in saloon, galley, engine room and crew's quarters. Inspect the boat and make an offer. Apply for further particulars.

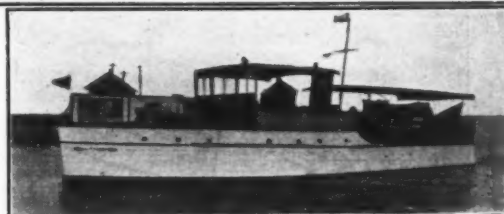


FOR SALE—Great Lakes specially constructed express cruiser, 54 feet long by 11 feet beam and 3 feet 6 inches draft. Built in 1924. New Speedway engines in 1925 and 26. Accommodations for six, four in forward saloon and two in after cabin. Toilet for each stateroom. Galley, engine room and in fact the entire boat equipped with the best that the market affords. Special heating system for cold weather cruising. Accommodations for two in crew forward with toilet. This boat was designed and built for safety, speed and comfort at any price and it has met every requirement, but the owner wishes to sell to build a larger boat. Price \$25,000. Boat in commission. Fully equipped. Apply for further particulars and arrange for an inspection.



For Sale \$15,000.

60' long by 13' beam by 3' draft. Powered with two Sterlings, speed 16 to 18 m.p.h. Boat is in excellent condition ready for Florida, now located near Phila., Pa. Boat has been inspected and is A-1 throughout. For further particulars apply to David S. Bechtel, Naval Architect and Yacht Broker, 136 South 4th Street, Philadelphia, Pa.



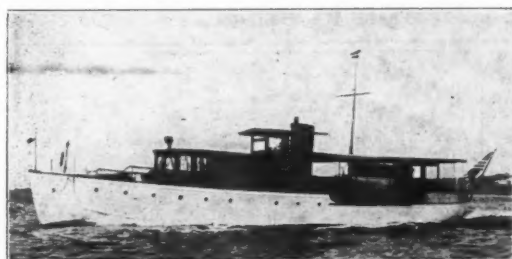
WILLIAM GARDNER & CO.

Naval Architects, Marine Engineers and Yacht Brokers

Phone 8638 Bowling Green

NO. 1 BROADWAY, NEW YORK

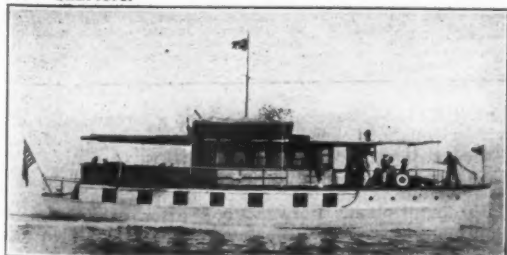
Cable Address: Yachting, N. Y.



No. 1491—For Sale—Twin-screw power yacht, 83x14, two 6-cyl. 115 H.P. Speedway motors, speed 14 miles, large deck dining saloon and galley. Attractive owner's quarters.



No. 2823—Twin Screw cruiser, in best possible condition, 65'x14'x4', built last Winter, two 6-cylinder motors, speed 12/14 miles. Excellent accommodation.



No. 183—For Sale—Attractive 65-ft. Mathis built houseboat, two 6-cylinder Sterling motors. Large deck house and comfortable owner's quarters.



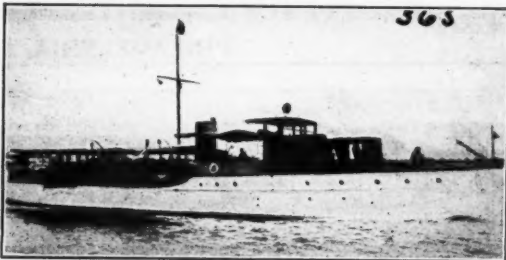
No. 1859—Shoal draft power yacht, 83x14.6x3, two 6-cylinder Speedway motors recently installed, four staterooms, etc. Suitable Northern and Southern cruising. Attractive price.

Naval Architects

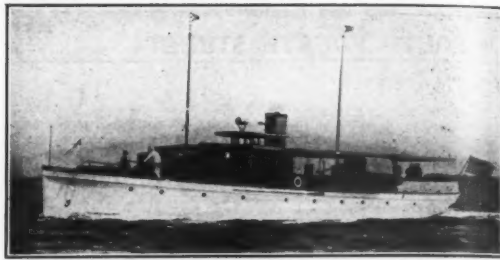
"SERVICE THAT'S DIFFERENT"
JOHN H. WELLS, Inc.

347 MADISON AVENUE, NEW YORK CITY. TELEPHONE MURRAY HILL 3126

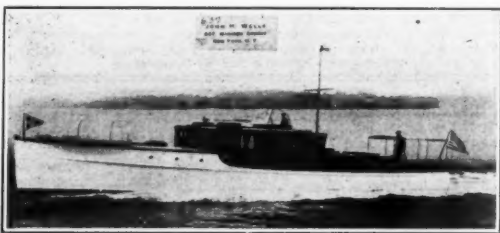
Yacht Brokers



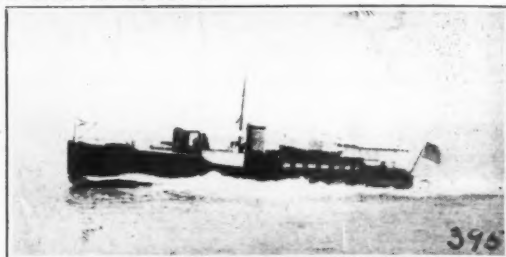
No. 365—FOR SALE—Cruising power yacht, 23 ft. x 10 ft. x 4 ft. 9 in. Powered with two 6-cylinder Wintons, 80 H. P. each. Installed 1921. In perfect condition. Speed, 12-14 miles per hour. Owner's accommodations. Two double and one single staterooms, one bath, two toilets. Lounging room below deck, dining saloon and galley in deckhouse. Everything about boat in perfect condition. Further particulars—John H. Wells, Inc., 347 Madison Avenue, N. Y. City.



No. 511—FOR SALE—One of the finest cruisers now available. 30 ft. over all, 16 ft. beam, 6 ft. 1 in. draft. Powered with 2 6-cyl. 6 1/2 x 9 Winton Engines which have been recently overhauled. Speed 12 M.P.H. Accommodations consist of 2 large double staterooms, 2 single staterooms, 1 bath and 2 toilets. Dining saloon and galley in deckhouse. Deckhouse finished in mahogany. The entire boat was entirely overhauled and refinished throughout in June at a great expense to the owner, who, because of change of plans, wishes to dispose of her. Further particulars, John H. Wells, Inc., 347 Madison Avenue, New York.



No. 637—FOR SALE—Twin screw Express Cruiser, built and designed under our supervision this year. Has two 6 cyl. 300 H.P. Sterling Coastguard motors. Deck control. Complete living accommodations for six in addition to comfortable crew quarters. Roomy deckhouse. Hot and cold water throughout. One of the season's best buys. John H. Wells, Inc., 347 Madison Ave., New York City.



No. 395—FOR SALE—Twin screw express cruiser. 65' over all, 12 ft. 6 in. beam, 3 ft. 10 in. draft. Speed 27 M.P.H. Built 1923, of durable planked mahogany. Finished in mahogany throughout. Powered with 2 6 cyl. 300 H.P. Sterlings (installed new October, 1926). In excellent running condition. Unusually large accommodations. Two double staterooms. Large forward cabin, bath and 2 toilets. To be sold completely equipped and in perfect running order. Further particulars, John H. Wells, Inc., 347 Madison Ave., New York.

YACHT BROKERS
NAVAL ARCHITECTS

Henry C. Grebe & Co., Inc.

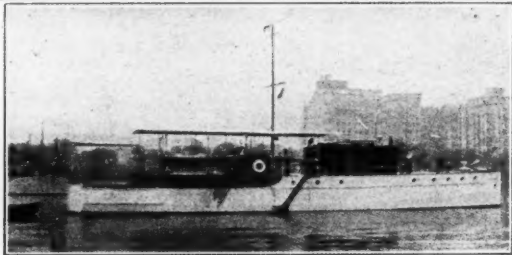
MARINE INSURANCE
SURVEYING

Wrigley Building

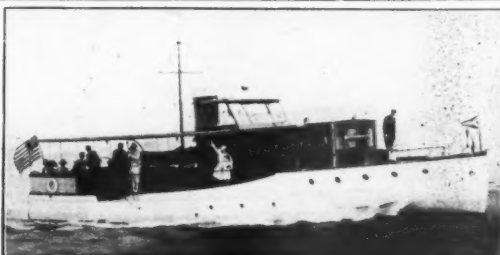
400 NORTH MICHIGAN AVE., CHICAGO

TELEPHONE SUPERIOR 0806

WE HAVE A COMPLETE LIST OF ALL STEAM AND POWER YACHTS, AUXILIARIES AND HOUSEBOATS, WHICH ARE FOR SALE AND CHARTER. Plans, photographs and full particulars furnished on request.



No. 985—For Sale—75'x13'6"x3'6" twin-screw cruiser. Recent build. Two single and one double staterooms. Two toilets with showers. Dining saloon and deckhouse. A beautiful boat, mahogany finish throughout and as good as new. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.



No. 1861—FOR SALE—60'x13'6"x3'6" twin-screw deckhouse cruiser, new 1925. Two double staterooms and bath. Attractive deck dining saloon. Large galley, separate crew's quarters for 3. Engine room separated by watertight bulkheads. Powered with two 6-cylinder Sterling Chevrons. Speed 15 miles. Complete equipment, separate electric light plant, bilge pumps, windlass, hot and cold running water, etc. Slaughter built, good seaboat and salt water fitted throughout.



FOR SALE—Practically new 54-foot Great Lakes cruiser, in excellent condition. Has beautiful mahogany deckhouse enclosing bridge, which was added this spring. Two 6-cylinder Sterling Dolphin motors complete with electric starters and generators. Speed up to 23 miles per hour. Delco light plant. Forward and after cabins finished in mahogany. Sleeping accommodations for 6-8 in owner's quarters. Separate crew's quarters for two. Boat most complete in every respect. Price very attractive for delivery in fall in commission. Owner building larger yacht.

HARRY W. SANFORD

YACHT BROKER

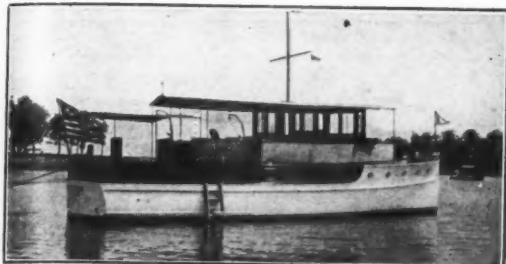
NAVAL ARCHITECTURE

501 FIFTH AVENUE (42nd St.), NEW YORK

OUR MOTTO: To offer yachts which will be a pleasure for you to own and a recommendation for us to sell; to render such service as to have you feel you should like to do business with us again.

TELEPHONE:
VANDERBILT 6969

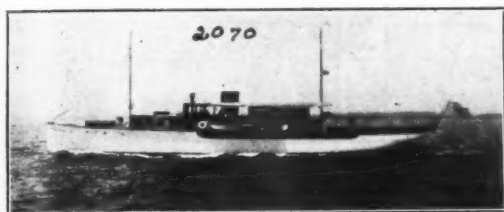
INSURANCE



No. 2035—For Sale—49' cruising houseboat, speed 10½ miles. Has enclosed deckhouse, saloon with 2 berths, 2 additional staterooms, bath, etc. Delightfully furnished, very seaworthy and the finest yacht of her length available.



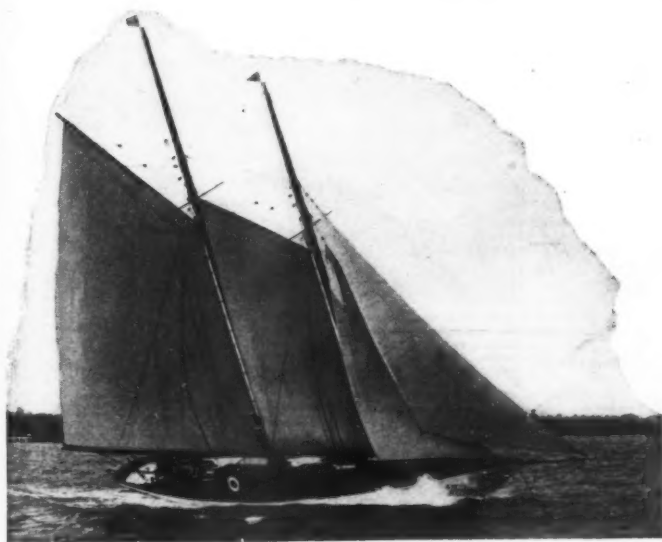
No. 1982—For Sale—Very desirable and seaworthy 75' cruiser, built in 1925. Has 4 staterooms, 2 baths, large deck house, dining saloon, etc. High-class in every particular. Speed 12 miles.



No. 2070—For Sale—Twin-screw Diesel powered yacht, speed 13-14 miles. Of best construction. Very comfortable accommodations and an excellent sea boat.



No. 1903—For Sale or Charter—100' twin-screw cruising houseboat, speed 13 miles. Built 1925. Has 5 staterooms, 3 bathrooms, deck dining saloon, music room, etc. A palatial floating home, exquisitely furnished.



SENORA—A modern auxiliary cruising schooner of typical MOWER DESIGN, combining good looks with seagoing qualities and cruising comfort.

WITH many years experience in designing motor and sailing yachts of all classes, I am prepared to meet the requirements of my clients and to give a service both in the preparation of plans and in personal supervision of construction that assures satisfaction and makes the building of a yacht a real pleasure to the owner.

Correspondence, or a personal interview, is invited with the distinct understanding that no obligation whatever is incurred unless a definite order is placed.

A well organized Brokerage Department, in charge of Mr. F. P. Humphreys, is prepared to render complete and satisfactory service to clients who wish to purchase, sell or charter.

CHARLES D. MOWER, *Naval Architect*

347 MADISON AVENUE (at 45th Street) TELEPHONE MURRAY HILL 2320 NEW YORK

FRANK BOWNE JONES

YACHT AGENT

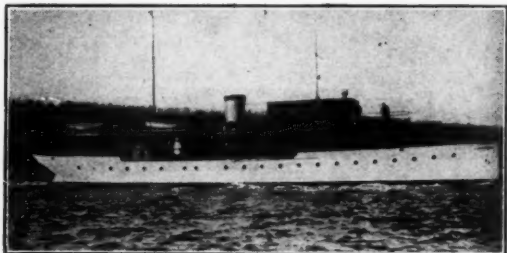
Telephone
Whitehall 1170

Cunard Building, 25 Broadway, New York

OFFICE No. 1051

SALES AND CHARTERS—NAVAL ARCHITECTURE—MARINE INSURANCE—APPRAISALS

Cable Address
"Windward," N. Y.



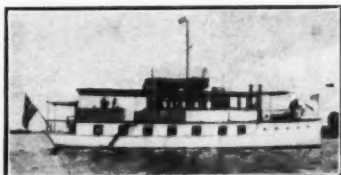
No. 7768—FOR SALE—120' Light Draft Steel Cruiser. Best design and build. Twin-screw. Splendid accommodations. Now in commission. Best yacht of its size and type available. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 7817—FOR SALE OR CHARTER—100' Twin-screw Power House Yacht. Winton motors. Accommodations include 5 staterooms and three baths. Large deck saloon with separate dining and living rooms. Ideal for Southern and Northern waters. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 1876—FOR SALE—74' Houseboat Cruiser. Twin-screw. Excellent accommodations. Best design and build. Price away below value. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 7840—FOR SALE—Mathis 65' Power House Yacht. Sterling motors. Accommodations include large deckhouse and three double staterooms with dining saloon below. Available for immediate delivery. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



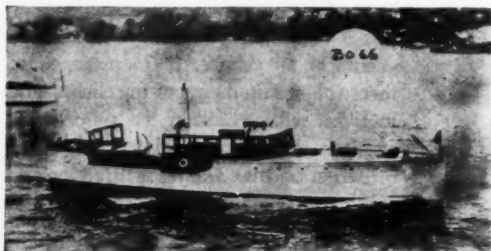
No. 7894—FOR SALE—50' Power Cruiser with enclosed deckhouse. Two double staterooms and bath aft. Speed up to 14 miles. Sterling motor. Up-to-date design and build. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.

R. M. HADDOCK

NAVAL ARCHITECT
50 EAST 42ND STREET, NEW YORK CITY

MARINE INSURANCE

YACHT BROKER
TELEPHONE: VANDERRILT 10400



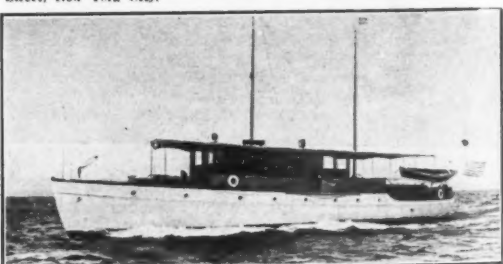
No. 3066—For Sale—Twin-screw motor yacht, 76'x14'x3'9" draft. Two six-cylinder speedway motors, new 1925. One of the most desirable boats of her type now available. Sleeps six comfortably. New York inspection. For further particulars consult R. M. HADDOCK, 50 East 42nd Street, New York City.



No. 4288—For Sale—One of the best 40-foot day cruisers now on the market. 100 h.p. Stearns motor, speed up to 15 miles per hour. Large cockpit amidship with Sedan cabin aft, fitted with two transverse berths, toilet and galley. Built by one of the very best builders in the vicinity of New York. Heavy construction and a good sea boat. Price very reasonable, for quick sale. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 415 For Sale. Herreshoff day cruiser 50 x 11 x 3' 9" draft. Four cylinder, Standard motor, speed up to 12 miles per hour. Large roomy cockpit and small cabin forward, containing two stateroom berths, toilet and galley. Fine sea boat and can be purchased at a very attractive figure. For further particulars regarding price, etc., consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 3028 For Sale. Twin screw motor yacht, 83 x 14 x 5' draft. Two Heavy duty Murray Tregurtha motors in perfect condition. Accommodations consist of two double and one single stateroom and complete bath room; dining saloon in deck house. This yacht has cruised to Labrador and is ideal for Coast wise or ocean sailing. Construction extremely heavy. For further particulars regarding price, etc., consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

THE MOTOR BOATING MARKET PLACE

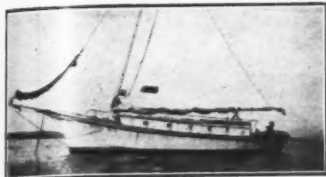
The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum \$2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:

Cut one inch deep, two inches wide.....	\$ 9
Cut 1 1/2 inches deep, three inches wide.....	\$12
Cut 2 inches deep, four inches wide.....	\$20
Cut 2 1/2 inches deep, six inches wide.....	\$25

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Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptions, buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR BoatingG.
MoToR BoatingG. 119 West 40th St., New York



CHESAPEAKE BAY rig sloop with raked mast, 38 ft. x 10 ft. x 4 ft. draught. Built of cedar, has 20 ft. cabin, 4 berths and equipment in perfect condition, good as new. Boat built in 1907, has 30 x 45 h.p., 5 1/2 x 6" stroke Sterling. Seen at Rea's North Beach, Flushing Bay. Write to F. HURTIG, 23 Kaufman Ave., Little Ferry, N. J.

4-CYL. 4-CYCLE WITH REVERSE GEARS	
12 H.P. Universal, 2 1/2 x 4	\$155
12 H.P. Niagara, 2 1/2 x 4	145
12 H.P. Kermath, 4 x 4	275
12 H.P. Kermath, 4 x 4 with starter and generator	445
2 H.P. Beaver, 4 x 5	135
10 H.P. Erd, 4 x 6	295
10 H.P. Holmes, 4 1/2 x 5	195
10 H.P. Doman, 5 x 6	195
10 H.P. Peerless, 5 x 6	315
10 H.P. Miller, 5 1/2 x 6	365
8 H.P. Buffalo six-cyl, 4 1/2 x 5	385
10 H.P. Buffalo two-cyl, 4 1/2 x 5	115
10 H.P. Buffalo, 7 x 9	235
10 H.P. Milwaukee, 4 x 5	65
and others.	

12.5 H.P. Pierce-Budd, 4x4, three cyl., two-cyl. with gear..... 185
Many others. Low prices.

BADGER MOTOR COMPANY, Milwaukee, Wis.

FOR SALE—In Maine—Bargain in a 28' Trunk Cabin Cruiser equipped with a 12 h.p. Four Cycle Knox Motor. Boat, motor and equipment in perfect condition and in commission. Price \$1000. Apply, H. L. Mason, Spruce Head, Maine.

Trimount Rotary Hand B'lge Pumps

All bronze composition. 4 sizes. Capacities 6 to 20 gals. per min. Require no priming. Turn handle—create vacuum—get water at once.

TRIMOUNT ROTARY POWER CO.
24 Whiting Avenue, East Dedham, Mass.
B'rs. Hand and Power Pumps, High Vacuum Pumps, Whistle Blower Outfits.

ENGINE BARGAINS—One 100 H.P. Kermath motor, second hand, \$1050.00. One 65 H.P. Kermath motor, second hand, \$950.00. Both overhauled and in absolutely perfect condition, with a factory guarantee of one year. Kermath Mfg. Co., 5890 Commonwealth Avenue, Detroit, Mich.

FOR SALE—Sea Skiff, raised deck, Florida type, 33 ft. x 8 ft. 6 in.; Sterling motor, 145 H.P.; mahogany windshield and trim; sleeps four; completely equipped in every way. Speed, 18-20 miles. Built 1925. \$4,700.00. Can be seen at Wheeler's Shipyard, Coney Island Creek, Brooklyn, N. Y.

CAPTAIN AVAILABLE—As I am laying up my yacht for the winter my Captain will be available for Southern or other service until April. Licensed and familiar—Maine to Florida. Exceptional man. Box 201, MoToR BoatingG.

FOR SALE—4-cyl. H-50 DeLuxe Gray and 6-cyl. Z-6 Gray, used few hours only for experimental purposes. 2-cyl., 2-cyl., 11 H.P. used Gray with reverse gear, very good condition. 6-cyl., 150 H.P. medium duty Van Blerck, thoroughly overhauled. F. M. 6-cyl., 125 H.P. Sterling, like new. Priced low to move quickly. Richardson Boat Co., Inc., No. Tonawanda, N. Y.

FOR SALE OR CHARTER—Consolidated playboat, one year old, with enlarged forward cockpit; especially good for Florida use. 180 Speedway, in best of condition, ready for immediate delivery South. Charles Parker, Bar Harbor, Maine.

FOR SALE—33-ft. teak, copper fastened, twin-screw. Two Speedway engines. Good condition. Price, \$2,000, if sold at once. Now at Consolidated Shipbuilding Corporation. George Marcander, 30 East 42nd Street.

FOR SALE—Cabin Cruiser "Viking," 35x8.6x3. Palmer Engine N. R., 4-cylinder. Speed, 11 miles. Sleeps 2-3. Large cockpit. Price, \$1,000.00 cash. Can be seen Raritan Yacht Club, Perth Amboy, N. J. Telephone Hanover 0176, N. Y. C.

26-FT. Banfield Fishing Boy Skiff—practically brand new—powered with 100 H.P. Kermath—ideal for south. Bargain. Bruns Kimball & Co., Inc., 50 West 17th Street, New York, N. Y.

FOR SALE—New 17'x4'8" V-Bottom Steeple Hydroplane. Speed 24-25 miles. Priced to move. Photos, etc., on request. W. H. Moore & Son, Hartland, Maine.

SCRIPPS SIX-CYLINDER, D-6, 4 1/4" bore, 6" stroke, complete, with electric starter, Bosch magneto, and in first-class condition in every respect, \$650.00. Kermath 100 H.P. used a short time this season, traded in for a 150 H.P.; valves reground, motor cleaned out, refinished; guaranteed for one year, the same as a new motor, \$1050.00. Kermath 35 H.P., overhauled, refinished, guaranteed for one year, the same as a new motor, \$750.00. Kermath Mfg. Co., 5890 Commonwealth Avenue, Detroit, Mich.

WANTED—Cabin cruiser, well built, in first-class condition; 28 to 36 ft. Preferably built by well known builder. G. Cable, 30 West 89th Street, New York City.

FOR SALE—Bridge deck cabin cruiser, 60'x12'6", newly painted, thoroughly overhauled and in commission; six-cyl. Van Blerck motor, self-starter, new. Will sacrifice \$5,000 cash. Schane, 1860 Broadway, New York City.

CRUISER—34'x9'—35 Kermath, new 1925—starter—fine bunks, toilet, ice box, stove, sink, running water, electric lights, 10-12 miles. Looks like Elco. Fully equipped. Price, \$2,000. Oakes, 300 Armstrong Avenue, Jersey City, N. J.

WANT to buy eight-cylinder Packard Marine engine without reverse gear to run generator. Please state age, price, etc. Address 200, care MoToR BoatingG.

BOOK OF BARGAINS—Used and some brand new motors—5 to 50 H.P.; one 90 H.P. Six; guaranteed one year. Priced to sell quick during the slack season. Write today. Gray Marine Motor Co., Lafayette Avenue, Detroit, Mich.

FOR SALE—26' V-bottom hull, cedar planking, mahogany deck and cockpit trim. Forward cockpit drive. Substantially built. Can be driven forty to fifty miles per hour. Only used one month. Hull includes complete steering gear and rudder, running lights, and equipment necessary. Will sacrifice for quick sale. H. B. Lewis, Holmesburg, Philadelphia, Pa.

FOR SALE—Length over all, 54 feet. Beam, 12 feet. Draft, 3 feet. Hull and deckhouses mahogany (copper fastened). Built 1923 by Purdy Boat Company, Motor, 180 horsepower M. R. Speedway. Cruising speed, 14 miles per hour. Requires but one man to operate. All controls lead to pilot house. Boat in excellent condition. Ideal for Florida waters. Immediate delivery. Can be seen at Detroit, Mich. Price, \$12,000. Apply to G. H. Brodie, care Packard Motor Car Company, Detroit, Michigan.

ONE 40-50 H.P. Model "B" Redwing, complete, with starter, magneto, generator; overhauled and guaranteed in first-class condition, \$675. This is a late 1925 engine taken in exchange for a higher powered Kermath 100. Kermath Mfg. Co., 5890 Commonwealth Avenue, Detroit, Mich.

FOR SALE—Baby Gar model Garwood runabout, with 12-cylinder Liberty high compression motor. Richardson Boat Co., Inc., P. O. Box 416, No. Tonawanda, N. Y.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912

Of MoToR BoatingG, published Monthly at New York, N. Y., for October 1, 1926.
State of New York }
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared C. F. Chapman, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the MoToR BoatingG and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, International Magazine Company, Inc., 119 West 40th Street, New York City.
Editor, C. F. Chapman, 119 West 40th Street, New York City.
Managing Editor, None.

Business Manager, C. F. Chapman, 119 West 40th Street, New York City.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

International Magazine Co., Inc., 119 West 40th Street. Sole Stockholder, Hearst Publications, Inc.

Hearst Publications, Inc., 705 Call Building, San Francisco. Sole Stockholder, Star Holding Corporation.

Star Holding Corporation, care Corporation Trust Company of America, Wilmington, Delaware. Sole Stockholder, W. R. Hearst, 137 Riverside Drive.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is. (This information is required from daily publications only.)

C. F. CHAPMAN.

Sworn to and subscribed before me this 23rd day of September, 1926.

(SEAL.) WILLIAM J. SPERL.
Notary Public, Queens County No. 3749. Certificate filed in New York County No. 609, Reg. No. 7644.

(My commission expires March 30, 1927.)

When writing to advertisers please mention MoToR BoatingG, the National Magazine of Motor Boating, 119 West 40th Street, New York

YACHT BROKER

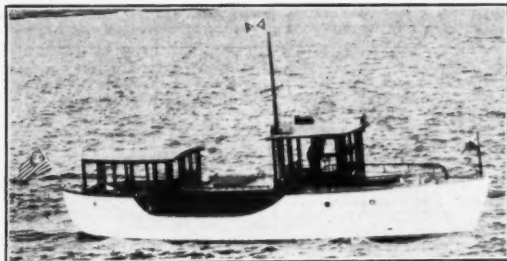
JOHN G. ALDEN

148 STATE ST.

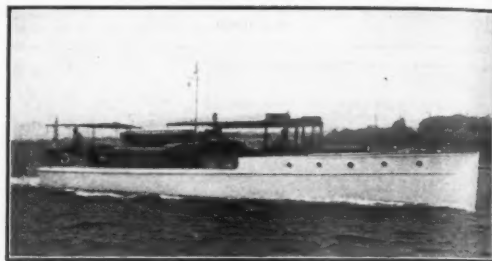
BOSTON, MASS.

NAVAL ARCHITECT

WE OFFER THE BOATS SHOWN BELOW FOR SALE OR CHARTER, AND RECOMMEND THEM



No. 936—For Sale—A good comfortable small power cruiser luxuriously fitted with the comforts of home. 43' x 9'6" x 3'6". Hull extremely well built and in fine shape. Murray and Tregurtha engine new 1926. Enclosed bridge and cockpit, which is large enough for a bridge table. Electric lights, toasters, etc. Can accommodate 4-5 and captain. Write for further particulars.



No. 1592—For Sale or Charter—A fast 66' x 11'2" x 3' cruiser built by Herreshoff 1919. Two Sterling Dolphins give a cruising speed of 25 m.p.h. with a maximum of 30 m.p.h. Since picture was taken bridge has been enclosed, giving large deck house. Double cabin and main cabin sleep four comfortably. One of the best boats we have offered. Further information on request.

Our brokerage lists this year show a very large assortment of power boats, large and small, including almost all types of Elcos, a few Matthews, and many other standardized boats, express cruisers, steam and Diesel powered yachts, and houseboats for sale and charter.

THE FALL is a good time for those who contemplate the purchase of a boat. Your inquiry will receive prompt reply, if you will give us a full idea of your requirements and you will find the boats we send you are picked out with the idea of **filling those requirements**. Our constantly growing number of satisfied clients proves that it is worth **your** time and money to let us help you. We shall be very glad to hear from you on any size or type of boat.

FOR QUICK SALE

There will be lots of interest in this offering, so you better act quickly.

A popular Matthews "38" Special Double Cabin Deck-House Cruiser equipped with 100 Horse Hall-Scott engine, with 2 to 1 reduction gear, providing abundance of power.

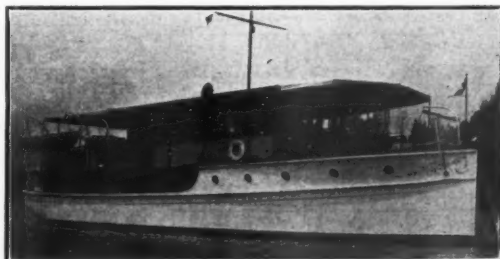
As dealer in Matthews "38"s have used this boat for short time as demonstrator, but she has been in expert hands all the time and in the very best of condition. Was not in big hurricane.

Boat has individual sleeping accommodations for nine—has complete galley, two toilets, full length clothes closets and lots locker space.

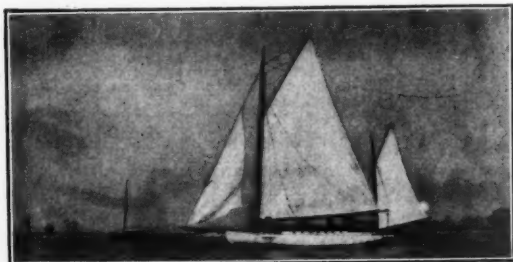
Completely equipped to screens, dinghy and davits, compass, tachometer, rugs, chairs, etc.

Now in commission at Daytona Beach, Florida. A real bargain, priced for action. Write, wire or see

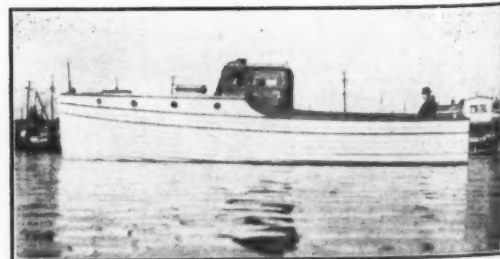
E. W. JASPER, care Halifax River Yacht Club,
Daytona Beach, Florida



FOR SALE OR CHARTER—Twin-screw cruising houseboat, 67'x17'x3'6". Absolutely handsomest and best yacht of size and type available. Everything the best and in perfect condition. Has been used very little. Very comfortable. Has proven able in heavy weather. Two six-cylinder engines give cruising speed of 12 miles. Owing to excellent interior arrangement this yacht has accommodations equal to much larger yachts. One single and two double staterooms, and extension sofa in lower saloon, give sleeping accommodations for 6 to 8 guests. Price reasonable. SOUTHERN YACHT AGENCY, American Building, Baltimore, Maryland.



45' x 13 1/4' x 5' Auxiliary Yawl for sale. 30 H.P., 4 cylinder engine. Complete in every detail. Sails and rigging in first class condition. At City Island, New York. \$3000 or less to quick buyer. H. E. HOLMES, 259 Greenwich Street, New York City. Telephone—Walker 8383.



FLORIDA CRUISER, sea skiff type, sleeps four. Brand new, 34 feet, 400 H.P. Liberty motor. Price \$5,000. Payne Co., 225 West 34th St., N. Y. C.

REBUILT ENGINES

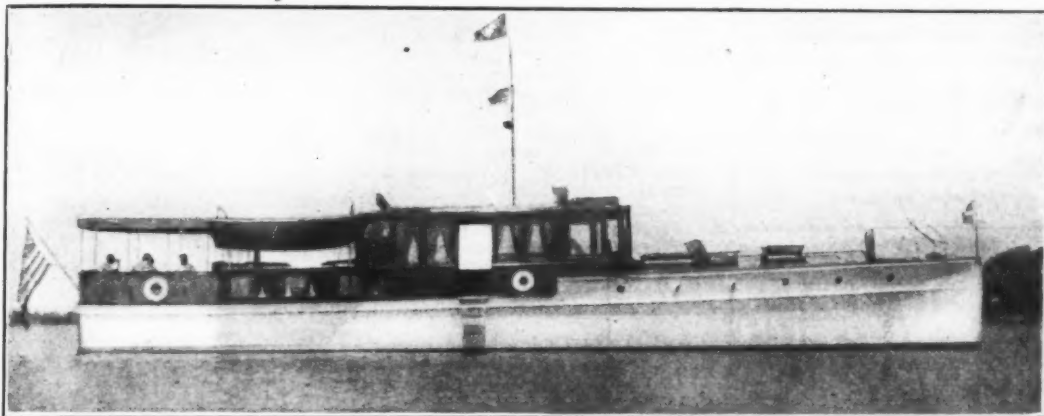
With the boating season as short as it is, do not put the purchase of a motor off until spring and risk the annual jam and rush. Investigate now our enormous stock of guaranteed rebuilt machines of all sizes, types and makes. Our extremely low prices will interest you. Our guarantee is your protection.

Main Office and Showroom:
50-52-54 West 17th St.
New York, N. Y.

BRUNS KIMBALL & CO., INC.
MATTHEWS CRUISERS
KERMATH ENGINES
STERLING ENGINES
A. M. & F. BILGE PUMPS

Branch:
102 So. 4th St.
Philadelphia, Pa.

A Real Bargain in a Real Boat!



This 62½-foot Herreshoff-built gas screw yacht "Memory," 11-foot beam and 5-foot draught, modern, comfortable and suitable in every way for either northern or southern cruising, is for sale.

Built in 1919 it was as good as new last year when cabins and upper works were rebuilt and greatly improved.

Accommodations include large stateroom with two spacious berths, toilet and dressing room; dining salon, with berth and toilet together, with special racks and lockers; roomy galley, with large ice-box, new Protane gas range and oven and sink; fo'castle, with four berths, toilet, etc.

Two 290-H.P. Sterling Dolphin engines, bought from Sea Sled Corporation year ago, and run under 1,000 hours when installed; cruising speed, 23 knots.

Delco lighting system, new Willard glass cell storage batteries, 14-inch barrel searchlight, electric fans, electric winch, vacuum cleaner, rugs, etc.; in fact, equipment is most complete and in perfect condition. Tender with boat.

The "Memory" can be bought right and must be seen to be appreciated. At the price it will not long remain on the market. For further information, inspection, etc., apply Frank H. Smith, Box 1561, New Haven, Conn.

30 H.P. Heavy Duty Wolverine, brand new, 6 cylinder, 11 x 15, starter, generator, reverse gear, complete, \$3500.00. BRUNS KIMBALL & CO., INC., 50 West 17th Street, New York, N. Y.

REBUILT SCRIPPS MARINE ENGINES—Various models which have been exchanged for larger Scripps. All have been thoroughly reconditioned and are guaranteed. This is your opportunity to obtain high grade equipment at attractive prices. Act quickly. HOLT MARINE ENGINEERING CORP., 611 West 125th St., N. Y. City.

WANTED—36-42 raised deck cruiser for cash; no junk. Electric Welding Co., 1259 Dorchester Ave., Boston, 25.

FOR SALE—A Seabury Engine, 4x8x7. A Roberts Boiler, 3½x4. In good condition. Apply to Box 21, Lake George, N. Y.

FOR SALE—Three left hand propellers, 18x22, 20x20, 14x20. \$10.00 each. C. H. Burton, Mount Clemens, Mich.

150 H.P. Speedway, Model M, starter, generator, double ignition, complete equipment, rebuilt, \$800.00, for immediate sale. BRUNS KIMBALL & CO., INC., 50 West 17th Street, New York, N. Y.

45-FOOTER FOR FLORIDA

FOR SALE—45' x 10'4" x 3'. V bottom express cruiser, enclosed bridge deck, twin 6-cylinder Peerless motors. Speed 20-25 miles per hour. RICHARDSON BOAT CO., Inc. No. Tonawanda, N. Y.

\$4,500 buys \$18,000 Bridge Deck Cruiser, 45½ x 10½ x 3½. Sleeps 7. Equipped to go. Bargain. Owner moving California. G. D. PALMER, 234 Superior Street, Toledo, Ohio.

BOATMEN AND DEALERS WANTED—K-K Cold Solder guarantees to stop leaks in gas tanks, gas lines, aluminum manifolds, crankcases, plumbing fixtures, etc. 50 cents can. K-K PRODUCTS CO., Box 3051, Seattle, Wash.

CAPTAIN, with gas engine experience, wishes position; reliable; piloting boats South, inland and Outside waters. Bersin, 312 76th Street, Brooklyn, N. Y. Phone Atlantic 8019.

RAISED DECK CRUISER, 24'x7'x2'. Hull cedar and oak, mahogany trim. Kermath unit power plant, 25 H.P. Up to date and equip. Inquire Thall's Canoe Club, Sheepshead Bay, N. Y.

FOR SALE—Seven-year old yacht, perfectly sound, 82 ft. long, 13½ ft. beam, 5 ft. draft, 250 horsepower gasoline engine; speed, 16 miles; double frame, double planking, steel watertight boatheads. Lawley built. Cost \$115,000. Will sell to prompt buyer for \$18,000. Alfred Gail, Unger & Mahon, Baltimore, Md.

TWO 5½x7 four cylinder cruiser type Buffalo engines for sale. Have been used in pleasure craft one and one-half seasons and are being replaced for more powerful engines. Inquire of Bay Port Fish Company, Bay Port, Michigan.

WANTED—36-42 raised deck cruiser. Will exchange 1926 Stearns Knight Sport Sedan. Run 8,000. Six fine tires, etc. Cost \$3,800. Value \$2,500 and cash. Send photo and details to W. H. H., Jr., 92 Grampian Way, Boston, 25.

Parts for all old model Sterlings in stock at reduced prices. BRUNS KIMBALL & CO., INC., 50 West 17th Street, New York, N. Y.

WANTED AT ONCE—45 ft. to 50 ft. bridge deck cruiser. Must have A1 accommodations for five persons. Speed 12 to 15 miles. Send photo and price. Must be a bargain. Box No. 202, MoToR Boating.

MATTHEWS "38" SLIGHTLY USED—FOR SALE

Has been in use only since first of June, this year, and is in warranted first-class condition in every way.

It is of the Double-Cabin raised deck type of the famous Matthews "38" line, with Kermath 6-cyl., 65 Horse motor installed. Sleeps nine people in individual beds, and contains complete galley, two toilets, plenty storage space, etc.

Boat is now in commission and available for inspection or demonstration at Matthews Company plant, Port Clinton, Ohio.

Have new boat and have priced this one for immediate sale. For additional information write or wire

SOMERS COAL COMPANY, Port Clinton, Ohio

NAVAL ARCHITECTS & YACHT BROKERS

DAVID S. BECHTEL

Naval Architect and Engineer
Yacht Broker
136 South 4th Street
Philadelphia, Pa.
Telephone — Lombard 5434

Thomas D. Bowes, M. E.

NAVAL ARCHITECT AND ENGINEER
Offices:
Lafayette Bldg., Chestnut and Fifth Sts.
PHILADELPHIA, PA.

Burgess, Swasey & Paine

NAVAL ARCHITECTS

585 Boylston St., Boston 17, Mass.

COX & STEVENS

Naval Architects and Engineers
Yacht Brokers
341 Madison Avenue
(Corner of 44th St.) New York City
Telephone: Vanderbilt 8011

B. T. DOBSON

NEW BEDFORD, MASS.
NAVAL ARCHITECT
Designer of Sailing Craft, Auxiliaries
and Power Yachts

ELDRIDGE-McINNIS, INC.

Naval Architects Engineers
Yacht Brokers
166 State Street McKinley Building
BOSTON, MASS.
(Formerly general managers and naval architects for George Lawley & Son Corporation.)

THOMAS S. HANSON

Formerly General Manager, The Elco Works,
Bayonne, N. J.

Yacht and Motor Boat Brokerage

19 West 44th Street New York
Telephone: Murray Hill 8676

WALTER COOK KEENAN

NAVAL ARCHITECT
602 Liverpool & London & Globe Bldg.
New Orleans, Louisiana

Sail and power yachts. Houseboats and commercial vessels. Surveys made in all Gulf Ports. I have a large number of yachts of every description for sale, and some for charter. Stability and free board calculations. Cable address: "Walkeen."

Yard and Shop

(Continued from page 48)

not in proper form, and could not be accepted. The Richardson Boat Company proved to be the low bidder on this work, and the contract for the six boats has been awarded to them.

A New Speed Cruiser

Tams & King have been commissioned by LeRoy Frost of the New York Yacht Club to design and supervise the construction for him of a new fast commuting boat, this being the fourth boat of this type the same firm has received orders for this fall.

The contract for the construction of this boat has been let to Julius Petersen of Nyack, New York and she will replace Mr. Frost's former commuting boat Ojai which was also designed by Tams & King and which they sold to John Hays Hammond the latter part of the summer.

The boat will be 61 feet long and 11 feet beam. She will be equipped with two 300 six cylinder Speedway engines which should give her a speed of about 30 miles an hour. Her construction will be of the best throughout, the planking being of specially selected mahogany, double planked, copper fastened; the decks of white pine, frames, keel, etc. of white oak.

Under the bow there is a large owner's cockpit. Below just aft of this are ample crew's quarters for three men. Following this is the engine compartment in which will be installed the Speedway motors, electric light plant, auxiliaries, etc. Aft of this is the midship cockpit of generous proportions from where the yacht is handled. Aft of this cockpit comes the owner's quarters consisting of a comfortable saloon, small lavatory and what might be called a galleyette. At the after end of the yacht is another cockpit of generous proportions. What impresses one most in this boat is the generous amount of deck space for the owner and her smart and seagoing appearance.

Fishermen to Use Kermaths

W. H. Wallace, Jr., President of the Bay Port Fish Company of Bay Port, Michigan, recently announced to the Kermath Manufacturing Company, in view of the very satisfactory performances that the Kermath boat engines have given them in all their commercial fishing boats, they are now planning to standardize on Kermaths in their entire fishing fleet, which is one of the largest on the Great Lakes.

Boyd-Martin Boats Break Records

We learn that the outboard driven boats used at the Louisville Regatta of the Mississippi Valley Power Boat Association, were built by the Boyd-Martin Boat Company, of Delphi, Ind., and were powered with the new 6 h.p. Johnson outboard engine. These boats are of the standard types, turned out by this company, in both wood and steel construction, designed particularly for use with outboard engines.

Advertising Index will be found on page 164

JOHN H. WELLS, INC.

NAVAL ARCHITECTS
Service that's different
BROKERAGE SUPERVISION
Telephone: Murray Hill 3125-7
347 MADISON AVE., NEW YORK



Greater Palm Beach —motor boatman's winter paradise

Nearest resort to the warm Gulf stream—bathing all winter—finest fishing. Sunny waters—"Days of Real Sport" for motor boatmen and yachtsmen.

Always in touch with your home office—specially fine telephones, telegraph and wireless facilities. New York 36 hours by rail.

Opportunity for you in the astonishingly rapid, substantial business growth of Greater Palm Beach—Palm Beach and West Palm Beach. Permanent population tripled in five years. Millions in business buildings, homes, hotels and magnificent new harbor. Rich farming in back country.

"Where Summer Spends the Winter"



Send Booklet to:

Name

Address

Pleased With Waterproof Grease

The Enterprise Oil Company, refiners of Duplex marine engine oils, and Kasson waterproof cup grease, have received many enthusiastic comments on the satisfactory service rendered by their products. A typical letter from a satisfied consumer is the following: "I used your sample can of waterproof pump grease, and find it the best article of the kind I have ever used, and it does all you said it would. In fact I don't see how I am going to run my boat this summer without it, so am enclosing \$1.00 for which I want you to send me two No. 1 cans of it as soon as you can as I am never going to be without it in the boat." B. L. L., Elizabeth, N. J.

Liquid Soap for Yachts

One of the petty annoyances on boats and yachts is the difficulty of keeping ordinary varieties of soap in usable condition in the moist conditions which generally prevail. A simple method of overcoming this annoyance is to install a liquid soap dispenser, and at the same time install a supply of paper towels in a handy cabinet. Both of these articles are being distributed by the E. J. Willis Company, New York, who cater to the needs of yachtsmen, and they report that many of the finest boats are already equipped with these useful accessories.

(Continued on page 70)

HALL-SCOTT Powered



GALLARDO
55' x 12' 3" x 4'

Owner, Norman W. Church. Repowered with two Hall-Scott HSR-4 100 H.P. marine engines. Speed, 14 M.P.H.

CAROLINA
55' x 11' x 4'

Owned by Skeena River Packing Co. Powered with Hall-Scott HSR-4 100 H.P. marine engines, with 2 to 1 reduction gear. Speed, 14 M.P.H.



ONLY Hall-Scott Reduction Gear Motors could give these results. Less engine bulk and weight, greater fuel mileage, smoother operation, higher propeller efficiency and better maneuverability.

Write for particulars

HALL-SCOTT MOTOR CAR CO.
461 Eighth Avenue at 33rd Street, New York City.

SILVER KING
62' x 12' 3" x 4'

Owner, Mrs. E. K. Eschwege. Powered with two Hall-Scott HSR-4 100 H.P. marine engines, with 2 to 1 reduction gears. Speed, 15 M.P.H.





Miami

by the Sea
THE CITY THAT NEVER STOPS

Cast Anchor in Happiness Harbor

Biscayne Bay and the alluring waters about Miami were not robbed, by the recent hurricane, of their attractions for the motor boat enthusiast. Seventy-five per cent of the Hotels and Apartment Houses were only slightly damaged, and in less than three weeks will be as comfortable as before the storm. All will be back to normal before December 1st. So its "Ho! for Miami!" again this winter, same as in the past.

"Lay Up" for the Winter in Biscayne Bay—the brightest, healthiest, sport-affording harbor in the world. Come down where the gulf stream tempers all the cold things in life and brings peace and happiness to mind and body.

You never need stop playing—if that's what you want—Live "aboard" if you choose, or enjoy accommodations in one of the 135 modern hotels or 1,200 apartment houses, where rates are within the limit of all purses—guaranteed.

Bring all your fishing tackle—you'll need it—600 varieties of game fish, from the mammoth tarpon, sail-fish and barracuda, to the multi-hued sea trout and kingfish.

Miami Has Arranged the Greatest Entertainment Program Ever Offered by a Community

Eleven golf courses, 50 tennis courts, million-dollar horse race track, polo fields, Jai-Alai Frontons, Horseback Riding, Dog Racing, Night Clubs, Dances—and every other outdoor recreation. Arthur Pryor's Band gives concerts twice daily in Royal Palm Park. 1200 miles of smooth, dustless roads. Bathing every day in the year.

Direct de luxe trains to MIAMI from New York, Chicago and Detroit. Through Pullmans from all principal Northern cities. Finest coastwise steamship service in the world direct from New York, Philadelphia and Baltimore.

HOTEL RATES—22,000 rooms
 Single \$3, \$4, \$5, \$6, \$8 per day.
 Double \$5, \$6, \$8, \$10, \$12, \$14 per day.
 Many rooms at lower prices.
 These rates guaranteed by Greater Miami Hotel Association.

APARTMENTS—For 6 mo. season.
 2400* units (two persons) at \$600 and under averaging \$1.50 per day or less per person.
 2000* units (two persons) at \$600 to \$750.
 1800* units (two or more) at \$750 to \$900.
 3000* units (two or more) at \$900 to \$1200.
 Several thousand de luxe \$1200 to \$3500.
 These rates guaranteed by Greater Miami Apartment Association.

*A unit is one room, kitchenette and bath, or two or more rooms for housekeeping.

For handsome illustrated booklet address
CHAMBER OF COMMERCE
MIAMI, FLORIDA

This advertisement authorized by
 City Commissioners of Miami



Yard and Shop

(Continued from page 68)

Solid Mahogany Dug-Out

The Carib Indians of Central America have long been noted for their daring seamanship in their special type of dug-out canoes.

A considerable number of orders for marine motors which came to the Universal Motor Company from this section, induced them to inquire the purpose for which these motors were to be used and the type of boat for which they were intended.

On being informed that the motors were used largely with dug-out dories or canoes of this type, they believed it would be good advertising to get one of these dories and requested their representative in Central America to obtain a dory that would be of a representative type. As a result, they have received a 23 foot dory with a beam of 3½ feet, hewn out of solid mahogany by the San Blas Indians and fashioned by them in accordance with the usages of almost immemorial times.

In fashioning these dories, the Indians first obtain a log of proper type and proportion and then hew the outside roughly into shape. The inside is then dug out roughly after which it is filled with water into which heated stones are placed. After the water has thoroughly penetrated the wood, the dug-out is then shaped by means of sticks and forms and is thoroughly dried out, after which the finishing process is begun. This consists in smoothing both the outside and inside and shaping the prow and stern to the desired contour and proportions, after which the decking and seats, if the dug-out is to be so equipped, is placed into position.

The dug-out is then oiled and sometimes also varnished and is then ready for launching.

While it would seem that a craft of this type would be a very frail affair in a storm, the Carib Indians use them in practically all kinds of weather and accidents are very few.

The Universal Motor Company has been informed that it is no unusual sight to see one of these dories equipped with a Universal motor gliding about in the smoother waters in the river or harbor or braving the storms of the open sea.

Nelseco Engines to Be Sold on West Coast

Recognizing the necessity of active representation on the Pacific Coast, one of the pioneer manufacturers of Diesel engines in this country, the New London Ship & Engine Company, has appointed the King-Knight Company of San Francisco, Los Angeles and Seattle their representatives on the Pacific Coast, for both sales and service. Plans are being completed for the carrying here of complete repair parts and for an active sales campaign on Nelseco engines. The complete success of the new four cycle, mechanical injection Nelseco engines upon the East Coast has attracted a great deal of favorable comment and interest among engineers in both the marine and stationary fields, and it is this same engine, which is built in sizes up to 1,000 H.P., which will be in greatest demand upon the Pacific

Coast. Nelseco engines are also built in the larger sizes up to 6,000 h.p. in the two cycle, double acting, air injection type.

The New London Ship & Engine Company has been building Diesel engines for sixteen years under license from M. A. N., the largest engine builders in the world and original pioneers of the Diesel engine, working together with its inventor, Dr. Diesel. Since obtaining its license in 1910 more than 250,000 h.p. in Diesel engines has been turned out by Nelseco, while M. A. N. has manufactured more than 1,500,000 h.p. Original licensees of M. A. N. in this country, Nelseco built the first marine Diesel engine in America, made the first Diesel electric drive installation, and has built more horsepower in marine Diesel engines than any other manufacturer in this country.

Feeling the need for a more efficient engine in the smaller sizes, this company, in collaboration with M. A. N., studied the existing systems of mechanical injection, to get away from the operating troubles existent in, and the losses incurred by, the air compressor required by the air injection engine. Not finding their idea of perfection in any of the existing systems of mechanical injection, M. A. N. and Nelseco developed their own system which has resulted in greater economies than ever before attained in fuel consumption and operating expenses. With the Nelseco-M. A. N. type of mechanical injection a fuel injection pump is operated off of the cam shaft opposite each cylinder, so that each cylinder has its own fuel injection pump and the line to the cylinder is under pressure only at the time of the introduction of the oil, which is accomplished in the form of a highly atomized spray resulting in clean combustion and a clear exhaust.

A rectangular cylinder block construction is used, since with this type of construction the strains due to combustion are taken by the entire block rather than being imposed upon a single cylinder as is the case when individual cylinder castings are used. With this block type of construction cylinder liners are used. These liners are machined on both sides, thus equalizing strains due to the even thickness of the cylinder walls, and allow a more perfect water circulation. Cylinder replacements are simpler and far less expensive, which naturally results in lower maintenance costs when after a number of years the cylinder wear has reached a point where reboring or replacement is necessary. The cylinder head is of patented design, so arranged that the velocity of the cooling water is greatest at the points of greatest heat, resulting in a more even temperature being maintained in the cylinder head, thus removing one of the greatest causes of cracked cylinder heads.

This, briefly, is a description of some of the outstanding features of the Nelseco mechanical injection engine which has received so much favorable comment. The design has been worked out to give maximum simplicity and accessibility to the operator, together with the utmost reliability and accessibility.

(Continued on page 152)



Summertime Land and Water Sports Are Winter Pastimes at **MIAMI BEACH**

POLO, Golf, Tennis, Motoring, Base Ball, Boating, Bathing, Fishing and many other forms of summer pastimes are seasonable the year around at Miami Beach, where it is always summer. When the icy grip of winter closes in the North, and opportunity for recreation vanishes, and lack of interest asserts itself, come to this paradise of tropical charm, enthroned between the Gulf Stream and beautiful Biscayne Bay. Here you can indulge your favorite sport amid facilities that are unsurpassed and in a climate that is unrivalled.

*See the Annual Speed Boat Regatta in March,
the blue ribbon racing event of the South.*

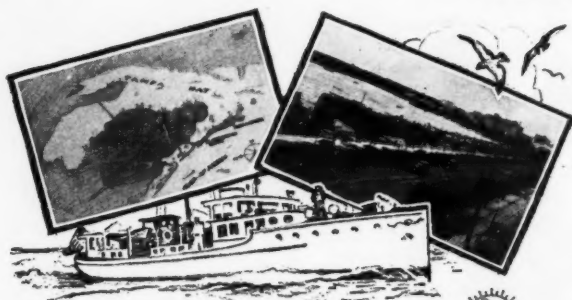
THE CARL G. FISHER HOTELS

Flamingo - Nautilus - Lincoln - King Cole - Boulevard
MIAMI BEACH, FLORIDA

(Photo by Fairchild Aerial Surveys)



When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



Come and Cruise in These Delightful Waters

Nowhere can you find a more perfect place for boating than in the wonderful waters of the Florida Gulf Coast. St. Petersburg is situated in the center of these waters, halfway down the Gulf Coast and almost entirely surrounded by Tampa Bay, Boca Ceiga Bay and the Gulf of Mexico. Here you will find splendid yacht harbors, marine ways and stores, excellent hotel accommodations and opportunity for all kinds of sport. Write for our special booklet for yachtsmen. Address: B. F. O'Connor, Chamber of Commerce.

St. Petersburg
Florida
The Sunshine City

ANNOUNCEMENT: IN JANUARY WE SHALL INTRODUCE The BI-PLANE

a fast general utility boat specially designed for the more powerful outboard motors.

Meanwhile, remember, an Outboard Motor Makes a Splendid Xmas Present.

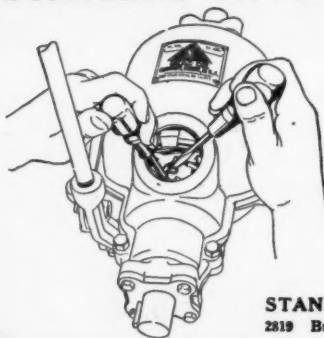
BABY CARRIAGE SCOOTERS

Complete instructions for building your own 20-mile racer, similar to Pram and Go-Cart.....\$2.00

OUTBOARD MOTOR HEADQUARTERS

BRUNO BECKHARD
FLUSHING BRIDGE, FLUSHING, N. Y.

Standard Reverse Gears



\$40 to \$200

For Enclosed Types

Most Positive
Simplest to Operate
Easiest to Adjust

Write for
catalog.

STANDARD GEAR CO.
2819 Brooklyn, Detroit, Mich.

Harnessing Hurricanes

(Continued from page 21)

turn northward at the first opportunity and later curve to the northeastward and even eastward, describing a loop that roughly follows the coast of North America. In some instances the curving carries them into Iceland or Scandinavia and other parts of northern Europe, before their force is entirely spent.

The western third of the Caribbean begins and ends the hurricane season. By rights these storms belong to the Pacific. The Pacific's winds that usually meet just south of the Isthmus of Panama at these seasons clash a little farther north, which throws them over into the Caribbean.

By far the greater number of hurricanes originating in the east Atlantic sweep across Haiti and Cuba or begin turning northward before reaching the Lesser Antilles. Some move westward, entering the Caribbean and passing south of Haiti and Cuba. The others curve quickly northward.

Sultry weather, with much humidity, is the breeder. Unsettled and squally weather usually precede the storm proper by a day or two. Thunderstorms sometimes accompany hurricanes, and indicate the breaking away.

To the mariner in its path the tropical cyclone sends out a number of unmistakable forerunners well in advance. Even as far ahead as a day, or 300 to 400 miles from the center of the storm; there are trustworthy signs to the man with a weather eye for tropical disturbances. First, the barometer begins to fall slowly but steadily, and the wind increases in force. The direction and velocity of the lower clouds indicate plainly that something is on the way. Then frequently maybe seen the phenomenon known as the bar of the cyclone. This is a dense mass of rain clouds formed about the center of the storm. It has the appearance of a huge bank of black clouds resting upon the horizon, and may retain its form unchanged for hours. It is usually most conspicuous about sunrise or sunset.

Hurricane is a distinctive name, derived from the Carib word *huracan*, meaning a high wind, and is applied to a type of tropical storm of great severity. A wind of sixty miles an hour is the least of the hurricane class. Some go well over the hundred mile velocity. They are of the same general character and comparable in violence to the typhoons of the Philippines and like regions of the western Pacific and also to the cyclones of the Indian Ocean.

The height of the hurricane season, according to Mr. Mitchell, is reached during August and the first part of September. More than fifty-four per cent of the true hurricanes of the past thirty-seven years developed within this period of six weeks. In August, 1893, there were four hurricanes in progress at the same time, and in September, 1900, there were three, including the Galveston hurricane of that year. The latter half of September is marked by a decided decrease in number. The first part of October, though, sees a renewal, after which the decline is rapid. November has one now and then, which brings the season to a close.

The hurricane season is always a time of anxiety among weather men. The utmost watchfulness is maintained every minute of the day and night. At the very beginning of the season all arrangement having been perfected well in advance, the Weather Bureau puts its special hurricane service into operation. All its stations along the south Atlantic and Gulf coast are instructed to be ready to send out warnings to all points within reach with the utmost speed.

Every available means is used in distributing thoroughly and quickly, word of the approaching storm. Telegraph, telephone, printed bulletins, newspapers, couriers, rockets, flags, and lanterns are employed. Boats are sent to places that cannot otherwise be reached. Flag and lantern signals are displayed at eighty-two points along the coast, and the display men at these places also send out warnings by telephone.

Radio is indispensable. Reports are collected and warnings disseminated to ships at sea. When a hurricane is on its way, Naval stations broadcast at two-hour intervals.

In addition to the full weather stations at important points along the coast, many special observers are busy making weather, tide, and sea-swell reports from other places. Temporary stations are established on strategic islands in the West Indies and on the coast of Central and South America. Cuba and Mexico co-operate under a special arrangement.

Observations from ships at sea are of great importance. As many of these as possible are obtained.

Detecting the beginning of a hurricane, its intensity, speed, and direction, requires the greatest skill on the part of a forecaster. His work is very much like that of a physician

(Continued on page 74)

A vast network of lakes and streams



... a wonderland for yachtsmen!

A mighty river, 285 miles long, flows through the Jacksonville water-country, linking lake and stream into a single great system of waterways.

Yachtsmen who come to Jacksonville can spend literally weeks in exploring this wonder district. Magnificent prospects unfold on every hand. A turn in the river—and suddenly you enter a vast lake, breath-taking in its beauty! Farther on the river narrows, with scarcely a hundred yards separating one bank from the other. Gradually it widens again, moving slowly, majestically past blooming tropical forests. Smooth green lawns, splendid with palm trees, provide delightful settings for country estates. Miles of productive country-side stretch beyond. And everywhere, under the deep blue of Florida skies, is the life-giving sun-

shine, flooding the land with health and beauty.

Thousands of water-lovers come to Jacksonville every winter—float their yachts, speed boats and pleasure craft upon the St. Johns River—enjoy ocean or fresh-water fishing at its best. Golf, tennis, horseback riding—every kind of sport that you could wish for draws you into the open.

Jacksonville offers the social diversions of a great city—the cultural advantages of an old and established center. Its luxurious hotels, its spacious apartments are famed for the excellence of their service. Jacksonville is a city of parks and residences, a city that you would be proud to call your home.

Its business and investment opportunities are equalled by few cities in America. Build-

ing permits for the first seven months of 1926 totaled almost \$14,000,000—an average of nearly \$2,000,000 per month. It is a flourishing lumber center, a mighty storehouse from which widely diverging railroad and steamship lines carry Florida's fruits and vegetables to the ends of the earth. The key-city of the fast-developing Southeast, Jacksonville's industrial future is assured. Investments and business connections made here now guarantee steady, permanent profits.

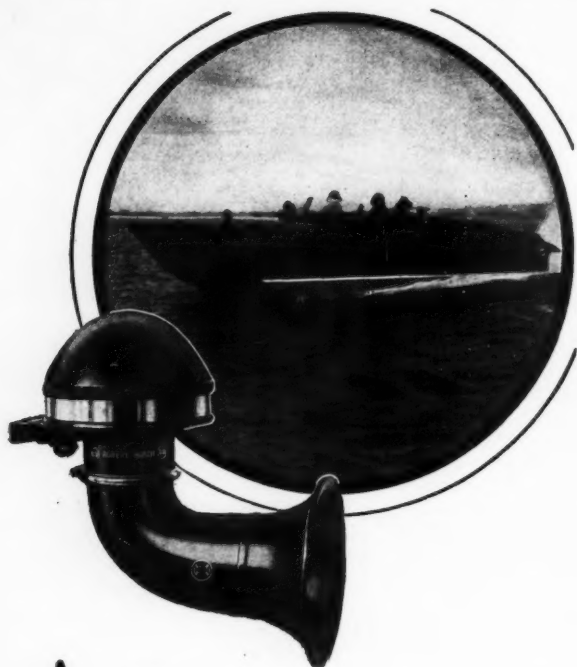
Investigate Jacksonville's opportunities this winter! Enjoy its varied pleasures! For further information concerning Jacksonville and its opportunities, inquiries should be addressed to Believers in Jacksonville, P. O. Box 318, Jacksonville, Florida.



Believers in Jacksonville

"AN ASSOCIATION OF REPRESENTATIVE BUSINESS MEN
INCORPORATED FOR THE SINGLE PURPOSE OF COMMUNITY ADVERTISING.
AFFILIATED WITH JACKSONVILLE CHAMBER OF COMMERCE."

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



A horn made especially for motorboats and fine cars

The *Original* Bosch horn—the Robert Bosch horn—was made especially for motorboats and fine cars. Owners of fine cars want a distinctive horn. Motorboat owners want a distinctive horn, too, but in addition the horn must be built to buffet the peculiar conditions of marine service.

Even in "thick" weather, the *Original* Bosch horn penetrates distance,—not with a rasping honk but with a musical note that clears the way. Even in salt air, usually damaging to horn service, the *Orig-*

inal Bosch horn sounds its warning signal with positive dependability.

No wonder the Sea Sled Corp. has standardized on the original Robert Bosch horn for all their boats. No wonder they write that "at last we have found a real horn for marine service."

If you have ever had on your boat any other *Original* Bosch products, such as the magneto and the spark plug, you will know the kind of stamina you can expect from the *Original* Bosch horn. Robert Bosch Magneto Co., Inc., 115A West 64th St., New York.



The name Robert Bosch and this trademark are on all *Original* Bosch products—your guaranty of *Original* Bosch quality as known the world over since 1887.

The Original Bosch

ROBERT BOSCH MAGNETO COMPANY, INC.

No connection whatsoever with the American Bosch Magneto Corporation

Harnessing Hurricanes

(Continued from page 72)

diagnosing a case. Only, if the physician makes a mistake, one person may die. If the forecaster errs, thousands of lives may be lost and great property damage done.

The forecaster, too, usually has less than the physician to go on. Oftentimes it is a single wireless report of weather conditions from a vessel at sea or a land station a hundred miles or more from the storm center. His task is made more difficult because hurricanes may, and frequently do, originate at some unfrequented spot and move for days without coming near land or without being observed by a ship.

A few years ago there occurred a hurricane that illustrates the problem a forecaster has to face now and then. It was one of the violent September storms. At the very first inkling of its existence, he announced that conditions were becoming threatening over the Caribbean Sea and the west part of the Gulf of Mexico. He advised caution on the part of all vessels in those waters. It was a pure case of diagnosis.

The caution was broadcast by wireless and ship masters put on the alert.

The next morning the symptoms had developed and it was evident that there was a real disturbance moving toward the Yucatan Channel. It might keep a straight course, it might move to the right or to the left, or it might describe a queer curve and strike anywhere on a 1,500-mile coast line from western Florida to southern Texas.

For sixty hours, with only a few fragmentary reports, none closer than a hundred miles from the storm, as a guide, the forecaster kept the people of the entire Gulf coast, who were in a fever of anxiety, in touch with the situation. When the hurricane finally struck, those in the danger zone were prepared, while hours before those in the other threatened districts had been relieved of their fears.

The forecaster had diagnosed the case accurately.

Like the physician, he had spent many sleepless hours, beside his charts, taking only short periods of rest until the danger was passed.

This is not just an isolated instance. It is typical of many such hours of trial that come to a forecaster in the course of his work. How he meets his problem and wrestles with it is seldom revealed to the public. With a hurricane on the way, people are too much concerned with what the forecaster has to say to inquire too closely into whether he had his full eight-hours' sleep or not.

Kermath's Latest

(Continued from page 33)

fact that it is of high power and very rugged. Double Schebler carburetors are used, and the intake manifold is oil jacketed, so that the oil maintains a constant temperature which provides more efficient carburetion, cooling the oil and heating the intake gases. Double Delco ignition is fitted, while Delco starting and generating equipment are also standard.

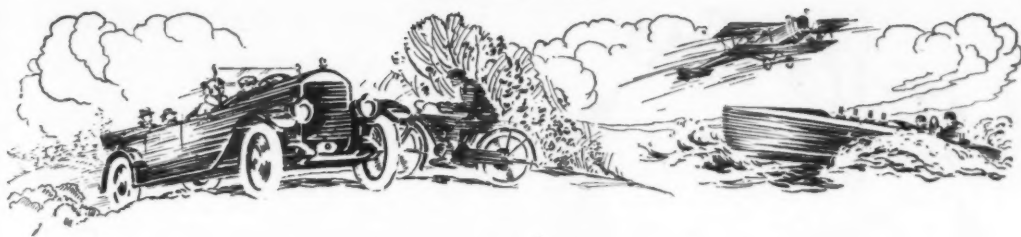
An unusually substantial crankshaft is fitted with seven large main bearings, and is of 2 3/4 inches diameter. Large hand hole plates in the side of the base, permit of easy bearing adjustments. Oil is forced to all points requiring lubrication, and is of the dry sump type, with an oil reservoir located on top of the flywheel.

Lynite pistons are used, which are of the split skirt type. The connecting rods are of drop forged steel, finished all over, and carefully balanced.

This engine has been designed to fill a long felt need for fast runabout service, and has been very successful in its first service. A speed of 40 m.p.h. has been produced, in a standard runabout of 26 feet length, with the engine turning at 1,800 revolutions. An engine of the same size, but of slower turning speed, is also built for use in heavy cruising boats.

In order to test these engines thoroughly before they leave the factory, a very fine 450 h.p. Sprague dynamometer has been installed at the factory. Each engine is given a thorough test and inspection, to discover any slight faults before it ever leaves the plant. This thorough going care is highly commendable, and worthy of the strict requirements of the marine trade.

The Kermath Company has gone very far to raise the standard of marine motor production and has bent every effort, by utilizing new methods of production, to secure a better product for considerably less money.



In the Air, On Land or Sea
If Motors Could Speak, Their Choice Would Be



LUBRICATES BEST BY EVERY TEST



OILZUM MOTOR OIL, the Perfect Lubricant for Marine Engines, is made from the cream of Pennsylvania Paraffine-base Oils which are conceded to be the world's best. It possesses highest flash and fire tests, a viscosity which varies little, and does not deteriorate with use. Oilzum is used by the world's premier automobile racing drivers and champion speed boat drivers.



There is a grade of Oilzum for every marine engine. If your dealer cannot supply you write us.



55 gal. drums
30 gal. drums

Wood Barrels
Wood half barrels

15 gal. drums

Half gal. service cans
5 gal. cans

1 gal. cans

100 lb. Kegs

25 lb. cans
50 lb. cans

1 can Chromium
15, 5 and 10 lb. cans

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THE WHITE & BAGLEY COMPANY

WORCESTER, MASS., U.S.A.

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Good Boats in Maine

Designed by architects whose craft are known the world over—equipped with the finest marine engines—built where boat building is a family tradition.

There has been no expense spared. Yet you benefit by the economy of ship building in Maine.

Two Cabin Cruisers, Deep Sea Cruisers and luxurious Houseboats—ranging in price from \$6,000 up—each a masterpiece of ship-building art.

Should your requirements vary, we would be glad to figure on your own specifications or co-operate with your architect.

In any event, it will be well worth your while to send for full particulars. We can then give you specific estimates or the information you require.

STAPLES, JOHNSON & CO.
Biddeford, Maine -- Yard on Saco River

"Where Boat Building Is a Family Tradition"

Sumar, a Real Diesel Ship

(Continued from page 29)

ship, the hull underbody being specially designed to give the easiest riding qualities possible to obtain in any craft; easy driving facilities and to make it comparatively dry when driving into heavy weather.

In the detailing of the specifications, every consideration was given to putting into the hull the finest and best efforts of the designers, making it a thoroughly heavily constructed craft, and when the specifications and plans were completed, for the architect's own satisfaction, they were submitted to Lloyd's Bureau of Shipping, who commended them so highly that it was decided, by the owner, then, to have her classed to Lloyd's requirements 100-A-1 plus. This condition, however, was not brought about until after the specifications and plans had been completed, showing, therefore, that the Gielow organization is still maintaining its firm and set policy of constructing a hull heavy enough to withstand heavy weather conditions and heavy machinery that naturally must be installed in a craft of these dimensions.

With the hull question settled, the natural thing for the designer to turn to then was to power plant, and after very careful survey of engine equipment being manufactured, the Bessemer engine was selected as being the type most suitable and adapted for this particular installation. A pair of six cylinder 420 h.p. each Bessemer Diesel type motors were then selected with a pair of 30 k.w. Bessemer Diesel type generators. One of the main considerations in the selection of this type power plant and generators was the smoothness and quietness and flexibility of operation.

With the engines and generators selected and the section of the hull decided upon, particular pains were taken to insure construction which would tend to eliminate entirely the vibration which has been so common in practically every Diesel yacht built up to this day. The designers are proud to say, and to demonstrate their statement, that there is a marvelous absence of vibration and noise in any part of Sumar. Dock trials and sea trials have thoroughly demonstrated the wisdom of the designers in selecting this particular power plant and in the type of construction used throughout.

Readers will naturally be interested in knowing just how Sumar is arranged for the owner's comfort:

On the lower deck in the fore peak is provided the fore-castle for the crew with pipe berths for ten men, metal lockers for each of these men and showers and toilet. Further aft, the plan shows six large state-rooms for the officers with officers' private bath-room and fine big officers' mess-room, while aft these quarters and extending the full width of the ship, aft of the crew's quarters comes the engine space which is located practically amidships and separated from the crew's quarters and the owner's quarters by means of solid steel water-tight bulkhead.

In the owner's quarters, there are provided six large state rooms, four of which are doubles with two beds each, the other two state rooms with single beds, with four bath-rooms.

The owner's state room occupies the entire width of the ship with its own private bath and shower and large wardrobe and dressing room.

On the main deck is a continuous steel deck-house, housing, in the fore part, the dining saloon, finished in selected walnut panels with the pantry and galley just aft of this; an inside passageway leading from the dining saloon aft to the living room which is also finished in walnut.

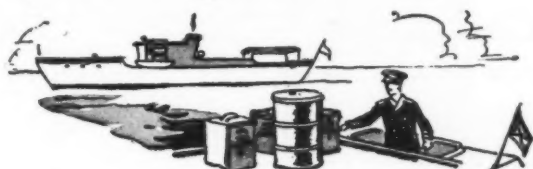
On the upper deck are provided two teak deck houses, the foreward one containing the pilot house and captain's state room; the after one housing the wireless equipment and operator's room, and the Sperry Gyroscopic Master Compass equipment.

The interior of the owner's quarters below is finished in tinted paint to match the harmonious draperies selected and installed by Raphael Studios, Inc.

Such equipment as American Engineering Windlass for hoisting anchors, American Engineering Electric boat hoists for raising and lowering the boats, the Thermo-Fan system of heating and cooling the ship, the Brunswick-Kroeschel Refrigerating system, Goodrich cutless rubber bearings on the propeller shafts, are all items which have been incorporated in the general specifications of Sumar.

With the installation of the two 420 h.p. Bessemer Diesel type motors, designers show a speed of 14 knots on Sumar's trial trip, and in order that Sumar would be suitable for extended ocean cruising, large fuel capacity was provided, giving a cruising radius of over 9,500 nautical miles with a fresh water capacity in keeping with the fuel oil.

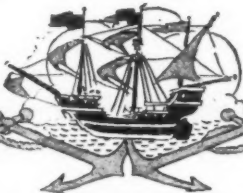
Include in your winter cruising plans complete protection for your engine.



In all your ports of call you will find a dealer ready to supply you with the correct grade of Mobiloil.



And, for convenience, carry in your ship's stores one of these new Mobiloil packages—



**MAKE THIS CHART
YOUR GUIDE**

THE correct grades of Gargoyle Mobiloil for lubrication of prominent motorboat engines are specified below.

The grades of Gargoyle Mobiloil are indicated by the letters shown below. "Arc" means Gargoyle Mobiloil Arctic.

If your engine is not listed here, see the complete Mobiloil Chart at your dealer's, or write the Vacuum Oil Company, 61 Broadway, New York City.

NAMES OF MOTOR BOAT ENGINES	1926 Engine		1925 Engine		1924 Engine		1923 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buffalo, R.	B	B	B	B	B	B	B	B
" Heavy Duty Models	B	B	B	B	B	B	B	B
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Fry & Bowen, L41, 44, 64	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Gray, 2 Cycle	A	Arc	A	Arc	A	Arc	A	Arc
" 4 Cycle	A	Arc	A	Arc	A	Arc	A	Arc
Kermath, 1 to 20 H.P., incl.	A	Arc	A	Arc	A	Arc	A	Arc
" 20-70 & 100	BB	A	BB	A	BB	A	BB	A
" Model 9	B	A	B	A	B	A	B	A
" (other models)	A	A	A	A	A	A	A	A
Lathrop, 100	BB	A	BB	A	BB	A	BB	A
" (other models)	A	A	A	A	A	A	A	A
Niagara, D Series	B	Arc	B	Arc	B	Arc	B	Arc
" Special	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Palmer, 2 Cycle	A	Arc	A	Arc	A	Arc	A	Arc
" Heavy Duty	B	A	B	A	B	A	B	A
" (other models)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Peerless, Heavy Duty	B	A	B	A	B	A	B	A
" (other models)	A	A	A	A	A	A	A	A
Red Wing, Thrush	B	A	B	A	B	A	B	A
" (Red Top)	BB	A	BB	A	BB	A	BB	A
" Thrush	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	BB	A	BB	A	BB	A	BB	A
Scrymgeour, F4 & F6	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Stirling, Neptune	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	B	A	B	A	B	A	B	A
Universal	A	Arc	A	Arc	A	Arc	A	Arc

The 5-gallon Tipper Box or the newly designed 10-gallon drum. Either of these containers will provide you with an unusually handy way to pour out oil. Stop at a nearby Mobiloil dealer's and look them over.

Also, ask this dealer what grade of Mobiloil is correct for your engine. He can advise you, as he has the complete Mobiloil Chart, which is shown here in part.

Our free booklet, "Correct Lubrication for Motor Boat Engines," will give you much information to help you get better engine results on your cruise. Write us for a free copy. Address: Dept. B, Vacuum Oil Company, 61 Broadway, New York City.



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Other branches and distributing warehouses throughout the country

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Makes a Better and More Lasting Job



WITH one filling of Kuhls' Elastic Seam Composition in the deck seams and Kuhls' Elastic Glazing Composition in the top sides and bottom seams you can make your boat water-tight for eight to twelve years. The seams will stay tight under all weather conditions. Kuhls' retains its original elasticity and gives with the twisting and bending of the hull, compensating for the swelling and shrinking of the plankings. It sets semi-hard and never gets brittle.

FIVE COLORS

White, Gray, Yellow, Black and Mahogany

Carried in stock by marine supply dealers, ship chandlers and hardware dealers everywhere.

Used by the U. S. Government and the best boat builders.

H. B. FRED KUHL'S

Sole Manufacturer

Established 1889

65th Street and Third Ave.

BROOKLYN, N. Y.

TOPPING BROTHERS

159 VARICK STREET

NEW YORK

Specialists in Better

MARINE HARDWARE

and FITTINGS



MOTOR BOAT CLOCKS

8 day Jeweled Movement—Bezel wind and set.

2 1/2 inch Silver Dial.

Beveled Glass. Screw Bezel.

Diameter at back for opening in Cowl 2 3/4 inches.

TYPE NUMBER ONE

INSERTED FLUSH WITH BULKHEAD

Diameter of back for opening in cowl..... 2 3/4"

Diameter of flange..... 3 1/4"

Diameter over spokes..... 5"

Price, \$9.50

TYPE NUMBER TWO

BULKHEAD PROTRUDING TYPE

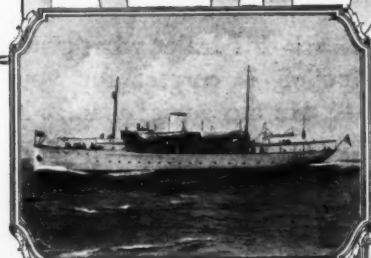
Diameter of back..... 3 3/4"

Height 2 3/4" (Projects)

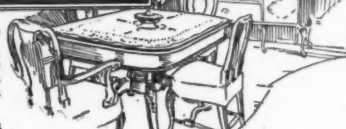
Diameter over spokes..... 5"

Price, \$10.00

Send today for Catalog of Boat Hardware



160 ft. Diesel yacht "Sumar"
designed by Henry J. Gielow,
Inc., New York, and built by
Todd Shipyards Corporation
at Tebo Yacht Basin, New York



TEBO YACHT BASIN is nationally known for the very widest facilities in the building, repairing and re-conditioning of fine yachts, both large and small.

No Yard in the United States excels Tebo in organization and craftsmanship—in every phase of marine artisanship from cabinet work to Diesel Engine Installation—and the carrying out of delivery agreements.

Tebo Yacht Basin facilities for storage are convenient and accessible

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Engineers
Diesel Engines and
Diesel Engine Installation

Shipbuilders and Repairers
Oil Burning Equipment
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A Better Search Light In Every Way

LEBBY

TRADE MARK REG. U.S. PAT. OFF.



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Searchlight,
Cabin
Control
Type.

THERE is no incandescent searchlight on the market today that projects more beam candle power per watt than the LEBBY.

The yachtsman who wants the most efficient, reliable and durable searchlight he can get will find the LEBBY is the light he wants. Objects from one-third to one mile away are readily picked up by the LEBBY. The LEBBY is manufactured of solid brass throughout and is guaranteed to withstand the most severe conditions.

Made in five sizes, 6-12-25-32 and 110 voltage, and finished in four types, polished brass, battleship gray, nickel-plated and black nickel.

We also manufacture a complete line of running lights and cabin fixtures. Let us know your requirement.

THE NATIONAL MARINE LAMP CO.
FORESTVILLE, CONN.

Send for This 24 Page Booklet (Size 8½" x 11")



and be sure your MERCHANDISING BUDGET for 1927 includes an item for the exhibition of your products before the vacationing public in the mid-west.

This 24-page booklet will enable you to grasp the significance of the exposition as a business-getter. It will be mailed free on request. This exposition now in its fifth successful year has become an established enterprise to which the vacationing public look forward as a place to select the season's requirements.

For booklet and full information write

NATIONAL OUT-DOOR LIFE EXPOSITION AND MOTOR BOAT SHOW
1040 TRANSPORTATION BLDG., CHICAGO, ILL.

Here is the Baby Marine Engine
You Have Always Looked For!

The **HALLETT**

Timken Bearing Equipped—
Four Cylinder, Four Cycle—
Light Weight, High Speed—
Vibrationless Small Boat Engine

8 to 10 B. H. P.

Speeds to 2,500 R. P. M.

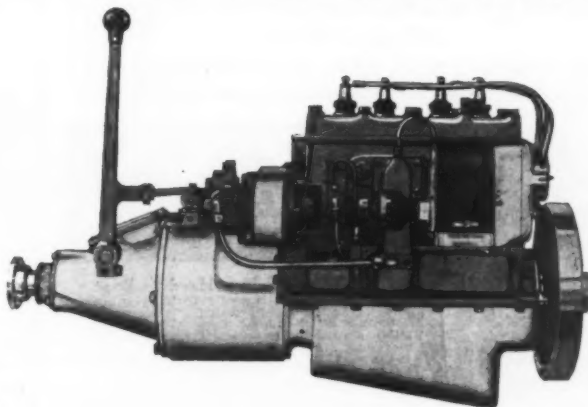
2¼" Bore; 2¾" Stroke

Weight 190 lbs. complete

PRICE, \$300 —With Magneto Ignition
Electric Starter \$75 Extra

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Space Rates on Application

The Main Sheet

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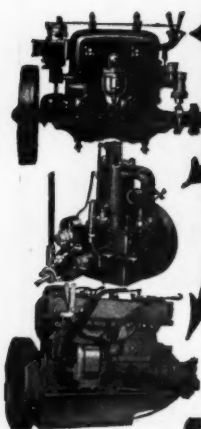
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The World's Finest **CARBURETORS**

America's Standard

WHEELER-SCHEBLER CARBURETOR CO.
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1926 — Schebler's Silver Jubilee Year — Established 1901



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Three Values Hard to Beat

Model "U" 6-8 h.p., 2 Cycle, \$180; a range of speed that permits throttling down for trolling.
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GRAY MARINE MOTOR CO.
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"BULL DOG"

4-5 H.P. MARINE ENGINE

The Best Small 4-Cycle Engine in the World

REASONS WHY

- 1—It is a Four Cycle Engine.
- 2—It has Overhead Valves.
- 3—Both Intake and Exhaust Valves are mechanically operated.
- 4—It has removable Cylinder Head.
- 5—Ball Thrust Bearings prevent undue wear from thrust of propeller.
- 6—Bearings are bronze backed, die cast, removable and interchangeable.
- 7—One piece Drop Forged Cam Shaft hardened and ground.
- 8—Cut semi-steel Gears.
- 9—Compact, Light, and will throttle down to low speed.
- 10—Guaranteed 5 years.



1 Cyl. 3 1/2 x 4 1/2
Model "K" Bull Dog
4-5 H.P.

Write for
Catalog
of the
Complete
Doman
Line

DOMAN ENGINE DIVISION

UNIVERSAL PRODUCTS COMPANY

OSHKOSH

WISCONSIN, U. S. A.

Bosworth Filter

Prevents Fuel Stoppage and Eliminates All Troubles due to Water, Dirt or Other Impurities in the Gasoline or Fuel Oil



Furnished
in
Any Mesh
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Manufactured
of
SOLID
BRASS
or
ALUMINUM

FOUR SIZES

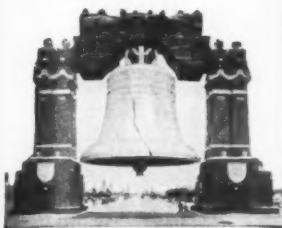
BRASS	ALUMINUM
No. 125—3/4, \$5.00	No. 125—3/4, \$7.50
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Write today for further particulars.

Bosworth Filter Company, Inc.
15 Wilbur Avenue, Long Island City, N. Y.

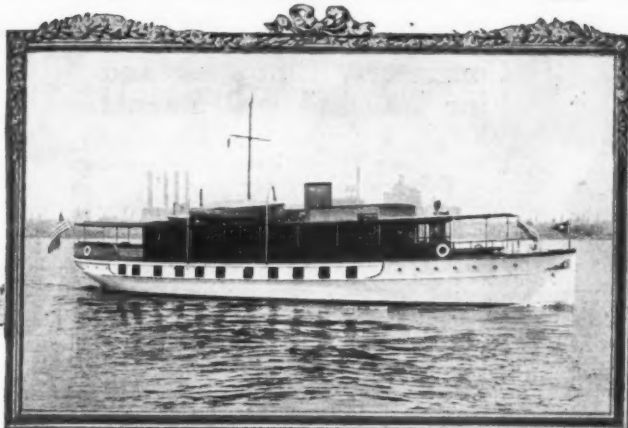
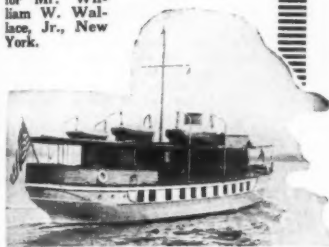
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—a most appropriate name for
this new
104-ft. Houseboat



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**SPEED, plus COMFORT**

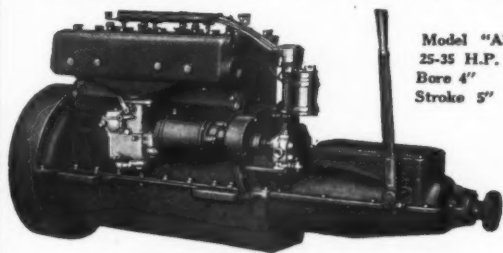
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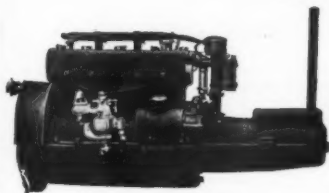
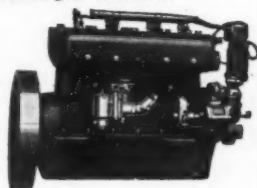
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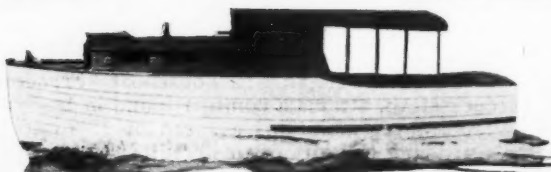
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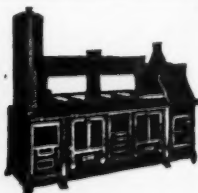
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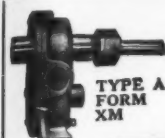
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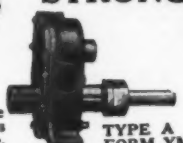


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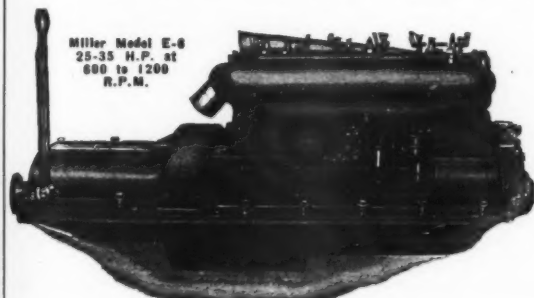
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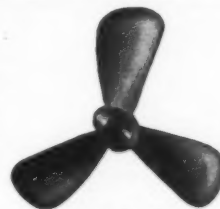
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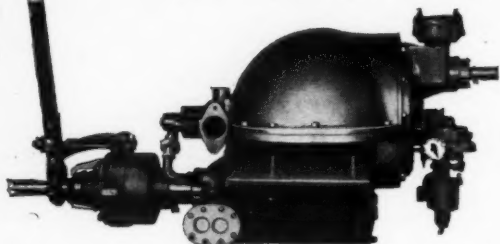
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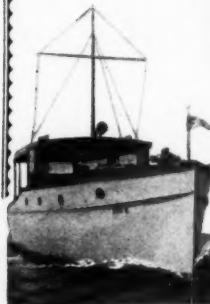
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WRITE today for the special prices on one Richardson 34-foot cruiser and two 23-foot cruisers (discontinued models) now available at large reductions to make room for 1927 standardization schedule. Beautiful boats, built to Richardson quality standards in every detail, and splendidly powered. You will miss the "buy" of a lifetime if you don't find out about these special offers.

RICHARDSON
BOAT COMPANY, INC.
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3 Racy Racine Runabouts



You can't go wrong on any of them. The "Coast Guard," "Competitive" and the "Viking Express," shown here, are all built for speed, easy control, comfortable riding and dependable service.

Racine's Runabouts are beautifully proportioned and appointed and come all equipped. The first cost is the only cost. Made in three sizes, 19, 22½ and 25 feet, and one design. Sharp-nosed; concave-bottoms; high-power Scripps motor. You'll like them. Tell us the size you're interested in and we will send blue print and specifications. Immediate delivery possible.

RACINE BOAT COMPANY
1809 Holborn Street, Racine, Wis.

The Outlook for Outboard Racing

(Continued from page 35)

ideal conditions, while the coast events rarely draw a good day. Nevertheless the equipment at these various affairs is so nearly the same that the total makes a fairly complete picture of the season's developments.

Early in the season we made the claim that last year's racing results were available to anyone. That claim needs modification. They were available to any one who had the foresight to order a proper boat. A great many people went through this year with one of the new powerful motors used on a totally unsuitable boat for racing. That there was a sound basis for the claim is shown by the fact that our best 1925 speeds were in many cases the qualifying minimum for 1926 regattas. Of the ten races held near New York this summer seven had a speed requirement of 12 miles an hour and four demanded 14 miles an hour to qualify.

The new rules that went into effect this year were simplified by reason of an agreement among the motor manufacturers that no professional drivers or other employees of the manufacturers would be entered in the races. The new rules also reduced the age limit for drivers from 15 years to 12 years, and all over the country a number of youngsters have taken advantage of this modification.

So much of the story of outboard motor racing reaches the public by way of advertising columns that there has been more or less inclination to think of the races largely in terms of various makes of motors. The actual drivers have been, well, what have they been? Suppose we take a look at the entries for the Free-for-all at Manhasset and see who they were.

The winner of this event was Victor Withstandley, who is President of the New York Johnson Motor Co. a distributing organization. He had no racing experience to speak of until this season and finished a poor third in his first race. He won the time prize for the Hudson River Marathon and first place in both the Free-for-all and the Baby Buzz race at Manhasset. He turns a beautiful brick red when he races on a sunny day, even as you or I, but has a secret method of getting back to his normal color two days later.

Jack Aron, who came in second, won the Class A championship the year before on his only other appearance in outboard racing. He is still in college.

Helen Hentschel was third. She attends the Jamaica Training School. Her first race was the State Championship event in which she finished second. She has since finished second and third respectively in two other races and has the highest point score of any driver in the Metropolitan area. Her skillful driving in avoiding collision with the patrol boat that crossed the course at Manhasset left no doubt of her ability.

Arthur Saxe's boat was fourth. Saxe has a boat yard at Far Rockaway and he incorporated in the boat some ideas of his own, which while they did not give him quite the required speed did undoubtedly produce a remarkably smooth riding and consistent boat.

Alfred Sedgwick was fifth. Sedgwick is in the Advertising Department of MoToR Boating and he is a fan among fans. His first racing experience was at Manhasset last year. He took part in three races this year and was winner of Class B in the Hudson Marathon.

Eugene Walsh finished sixth in Pram which won the State Championship event. These were his first races. Walsh is largely responsible for the little boats Pram, Go-Cart, and Miss Carrie.

James Alker is a business man and races merely for the fun he gets out of it. The same is true of Mortimer Loewy.

W. J. Shear is a salesman for the New York Johnson Company. His Scooter, like Pram and Go-Cart were out of their weather. Go-Cart by the way was driven by A. J. Schwarzler who later finished fourth in the Baby Buzz event. These were his first races. He annexed a third and a first place on Jamaica Bay on Labor Day.

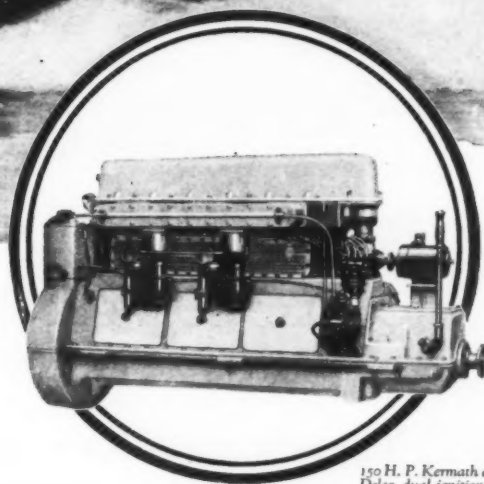
Golden Girl was driven by Marion Hasbrouck. The day before she went back to her last year in grammar school she took part, and finished third, in her seventh race of the season.

To this list to round out the picture should be added the names of three contestants who took part in a number of other events this year, Charles Graham, a contractor whose Mr. Buzz won the Free-for-all on August 8 after being badly damaged the day before and repaired—by Walsh—during the night; S. E. Kimball of the New York Edison Co. who showed himself a good sport by insisting that last year's Manhasset winner which he bought had to appear at

(Continued on page 90)



The standardized 26 foot Chriscraft Mahogany runabout, 10 passenger capacity. Develops speed of 35 to 40 M. P. H.



150 H. P. Kermath engine with Delco dual ignition distributor head. Delco generator and Delco starter. 6 cylinders, 12 spark plugs, (6 on each side).

Delco-Remy Equipped— The New Chriscraft

In selecting Delco-Remy electrical equipment for the new Kermath-engined Chriscraft mahogany runabout, its builders are endorsing the choice of nearly every other builder of superior modern power boats.

The unparalleled record of Delco in the marine field is well known.

The entire engineering talents and manufacturing facilities of the great "Delco" and "Remy" factories have been combined. This will give positive assurance to the motor boat industry of a still greater measure of performance and service in marine starting, lighting and ignition.

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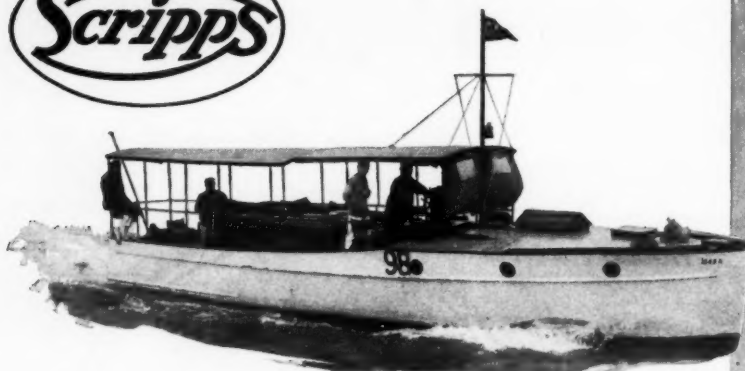
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"The Motor that Crossed
the Atlantic"



EVERYDAY ADVENTURES in MOTOR CONTENTMENT

Above—Mr. Esling's "Escapade."

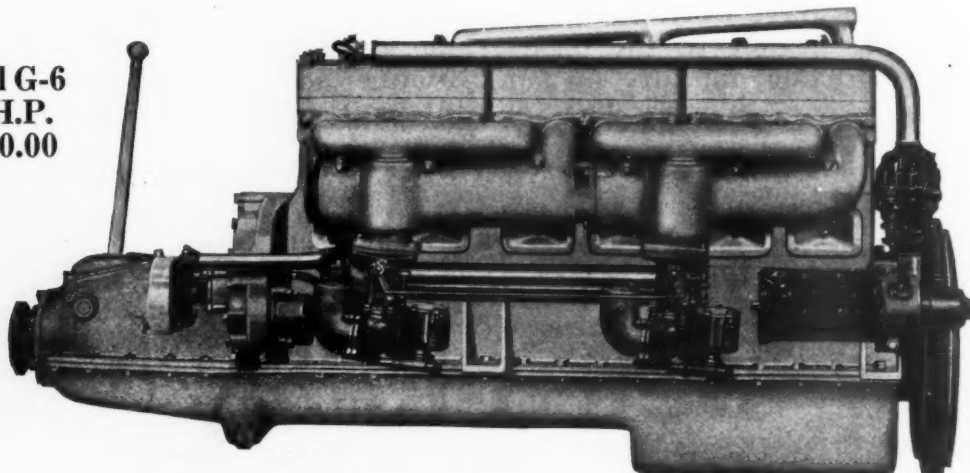
Right—Mr. Bacon's "Querida."

ONLY experience can appreciate the superior order of SCRIPPS motor performance. Mechanical details and technical discussion while accounting for the excellence of the product, are futile as compared with actual association and use of the machine.

Wholly unsolicited, and prompted by pure admiration, come the following remarks from Mr. Daniel Bacon, New York agent for Elder Dempster & Co., Ltd., Steamship Line.

"Last year Mr. John Alden of Boston designed for me the Auxiliary Knockabout 'Querida,' 49 feet over all, 38 feet water line, and on her completion last November by the Greenport Basin & Construction Co.

Model G-6
150 H.P.
\$2,000.00



Advertising Index will be found on page 164

she was started on a Southern voyage. The power installed was one of your model E-4 medium duty motors. The 'Querida' was first sent to Miami where I joined the boat, and took her first to Havana, then a cruise along the north shore of Cuba, proceeding thence to cross over to Nassau, Bahamas and eventually to Miami and home North again. This itinerary meant crossing the Gulf Stream twice in rough weather as well as going right up against the north-west trades, generally very strong breezes. The E-4 during a trip of over 3000 miles ran easily and most efficiently.

"It is a pleasure to write you as I am doing because it seems only fair that you should know of the splendid work done by your motor and of the satisfaction I have had from its use."

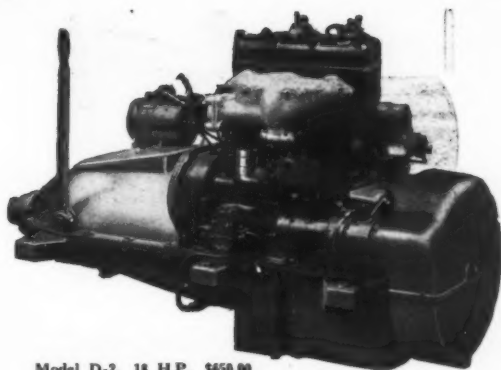
Above is also illustrated "Escapade," Mr. H. P. Esling's cruiser (42' long, 9'9" beam, 3' draft) powered with a six year old, six cylinder SCRIPPS, which won the handsome Sallan trophy at Detroit during the International Trophy Races, showing in the three heats, the best score for reliability among a field of twenty-five starters.

There is everyday satisfaction in the entire SCRIPPS line and has been for more than twenty years. 10 to 150 H. P.

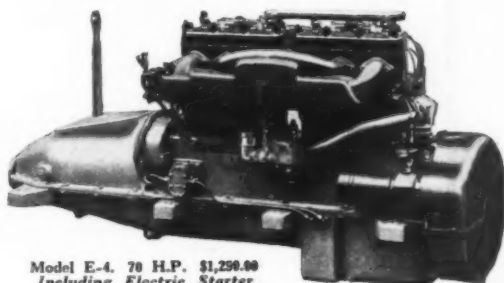
SCRIPPS MOTOR COMPANY

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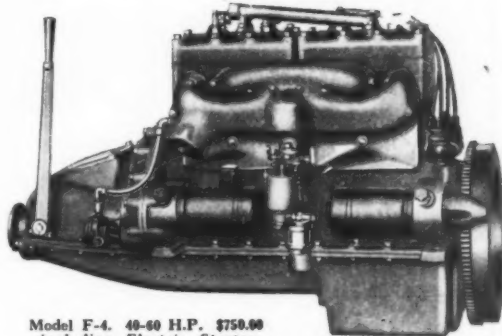
Model D-2. 18 H.P. \$450.00
Including Electric Starter



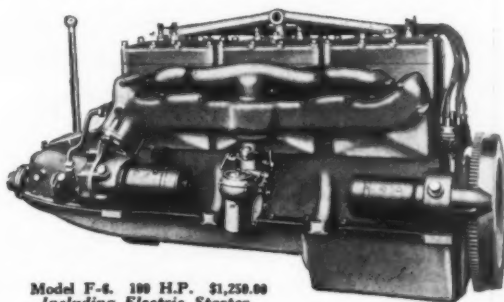
Model E-4. 70 H.P. \$1,250.00
Including Electric Starter



Model E-6. 100 H.P. \$1,750.00
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Model F-4. 40-60 H.P. \$750.00
Including Electric Starter



Model F-6. 100 H.P. \$1,250.00
Including Electric Starter

The Outlook for Outboard Racing

(Continued from page 86)

the State Championship meet to defend or lose her title, and Charles Boerum, an automobile dealer who has a Free-for-all heat on Labor Day and a Baby Buzz heat on September 12 to his credit. There were all entered at Manhasset but did not take part in the Free-for-all event.

If I have done justice to the group I have made it very plain that they differ very slightly from such competitors as friend Haines and Doc Thompson, created above, would normally meet. If they differ at all it is only in appreciation of the fact the events they are entered in involve a certain responsibility to do their best.

It is extremely difficult to get good racing weather around New York—but this year gave us more than our share of bad weather. However, the conditions at Manhasset this year and last were sufficiently the same for us to take the difference in speed: 14.1 last year and 18.64 this year as an approximate index of progress. It may be interesting to note in passing that while the Manhasset speed neither this year nor last reached the interesting total registered in smooth water out west the improvement at Manhasset was greater than that shown by the same boats under more favorable conditions. This would seem to indicate an increase in seaworthiness. This impression is strengthened by the remarkable showing made by the outboards on Jamaica Bay on August 8, when in spite of a full sized gale and a heavy tide eleven outboards went through with their program while only three of the 24 larger inboards taking part in the regatta were willing to go out at all.

As far as motors go the story is fairly familiar. It was natural that racing interest this year should turn to the high speed motors and that Class A entries were consequently comparatively few. It came as somewhat of a surprise that the Class B should show a performance so nearly the same as that of the Class C, but the fact was clearly established at the beginning of the season and the honors as far as the motors go are about even. It is still necessary to point out that high speed with these motors requires the use of boats that plane.

There has been such a shortage of boats that plane, roughly grouped as vee bottom boats, that comparatively little has been said about the year's developments in the matter of boats for fear of creating confusion. There has, however, been a good deal of experimentation and some definite progress has been made.

For the smaller motors the boats that showed up well last year continue in demand. These motors are essentially used to replace oars and to provide a portable power plant. In most cases speed is a secondary consideration, but where speed is desired the Speedster and other models supply it. Some motors seem to give them best results with boats of the heavy displacement type and a number of boats have appeared that are specially designed for these motors. These outfits combine a considerable degree of comfort with a decided improvement in speed.

As was to be expected the field for the more powerful motors naturally divided itself into a demand for boats for general use and a demand for boats for racing. In the former division we now have a fairly well recognized standard. This is the 16 foot Vee bottom boat with the full beam and a slight angle in the bottom carried all the way to the transom. Such a boat is fast under a light load and still fairly lively under a heavy load. It is extremely steady, will stand any sea. The flat midship section makes it easy to pull on shore and the divided stern seat, or side seats, give greater driving comfort as well as better access to the motor. From the present outlook it is very doubtful whether more than half enough of these boats can be built to take care of the normal demand for 1927. Wherever the Vee bottom boat is known, it at once replaces both the round bottom and flat bottom types of former days for extreme speed.

In the racing field the greatest emphasis has been put on the Baby Buzz, as an effort was made to establish this as a class model. The Baby Buzz is essentially a stepless hydroplane, with an inch and a half drop from a point ten feet from the bow to the transom. These lines have proven remarkably fast but many problems were encountered in the matter of construction, and practically all this season's boats should be considered as experimental. Few of these boats have kept their shape (and consequently their best speed) and many of them have been decidedly weak. This is perhaps no great fault since the model was frankly put out originally as a mere racing shell. Nevertheless we have learned a great deal from these boats.

(Continued on page 92)



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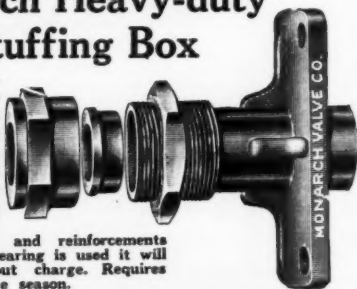
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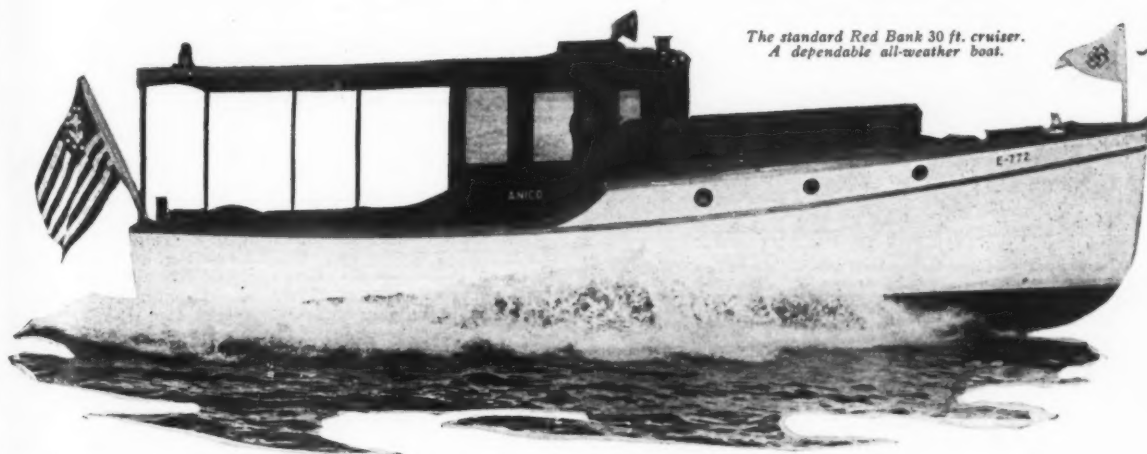
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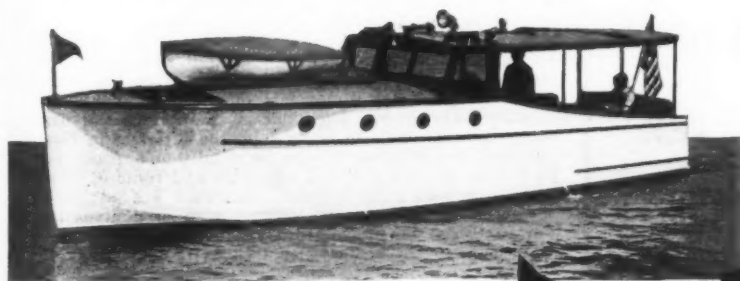
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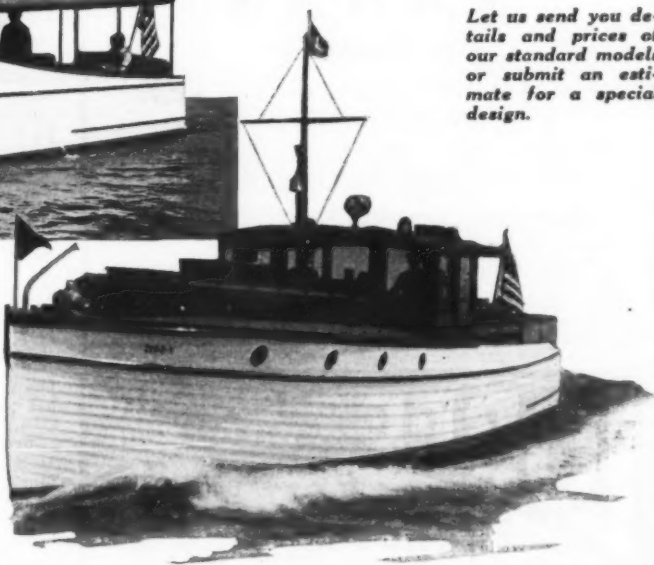
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The Outlook for Outboard Racing

(Continued from page 90)

Not the least interesting of these lessons was that of extra weight and extra rigidity, rigidity was more important. In other words any advantage that might accrue from light weight disappeared if in obtaining light weight we failed to provide sufficient strength to maintain the designed lines of the boat when the boat was running.

It is also interesting to note in this connection, although it does not apply merely to the Baby Buzz model, that our former conception of light load as an ideal has given way to the discovery that a light boat with a heavy driver or a heavy boat with a light driver give us better speed than the combination of a light driver in a light boat.

In our first experiments with Baby Buzz models last spring we were much puzzled by the fact that a 250 pound model was more than able to hold its own against boats scaling down to actually half that weight. We owe it to some of the canvas covered models that we were able to solve this problem. These boats showed us that the form on which we were depending for speed disappeared when the boat was running. Instead of a flat supporting surface we had a concave bottom terminating in a straight line transom. This made a pocket and resulted either in a decided drag or in an air pocket which made the boat rise and fall as the air was confined or escaped witness the number of Leaping Lenas and Jumping Joans that sprinkled the Baby Buzz class. This led us also to another important discovery. In the original specifications, and at a time when only speed was considered the construction called for a rib across the bottom every nine inches and a knee at the end of every alternate rib. It developed that owing to the pressure under the bottom in the after section of the boat the ribs had a tendency to pull in. This meant that the intermediate rib was pulled in at a point where the plank to which it was connected was pulling out, and as the result of this tension the boats would crack up from a very slight blow, to say nothing of the pounding of rough water. At first glance this may seem a very insignificant detail yet its discovery marks the dividing line between the Baby Buzz as a frail and rather useless racing craft and the same model as a fast and thoroughly practical boat.

There has been a good deal of comment about our freak boats Pram, Go-Cart and Miss Carrie. These boats were not intended for racing but were experimental hulls to determine certain factors. We raced them only because everybody seemed to enjoy watching them. Miss Carrie was simply an experiment in regard to this very matter of strains. The bottom of this hull is little stronger than paper—to be exact it consists of three 16 inch planks of quarter inch cedar. The boat is 13 ft. long and has only three frames. This is, purposely, the ultimate in cigar box construction. On top of the light bottom and not fastened to it were six oak ribs laid edgewise and running diagonally or in a herring bone design. This boat has not only gone through the entire season without sign or distress but was purposely run for hours at a time in rough water and tested in every way for ordinary as well as racing service.

Miss Carrie has one other point to its credit. It showed us that the more or less expensive Vee-bottom is not essential to speed. Except for a slight concave forward (which requires no steaming) the bottom of this boat is practically flat. It is in short a flat bottom glider or hydroplane, and remarkable for the speed with which it assumes the planing position. This first boat for the purpose for which it was built had very definite limitations but it at least raises the possibility that in the near future we will be able to produce a really fast boat at little more than the price of the old standard flat bottom rowboat.

Pram and Go-Cart also gave us unexpected results. We built these first to experiment with varying steps, then found that they were actually faster without a step. Since many fast boats ride with more than half the boat out of water it is not very far from the mark to consider these boats as similar to the half of say a Baby Buzz that is in the water all the time. The function of the forward part of any hydroplane is to throw the water under the stern section. We found that a short concave section forward not only gave us this result but gave it to us without the necessity of carrying a pointed bow that might at any moment bury itself in a wave and easily cause the boat to upset. As a matter of record, Pram, Miss Carrie and Go-Cart in spite of a full season's use and frequent trial trips by youngsters or novices have so far refused to upset. In one instance Pram crossing the wake of a considerable steam put its driver's head actually in the water but nothing more serious

(Continued on page 98)



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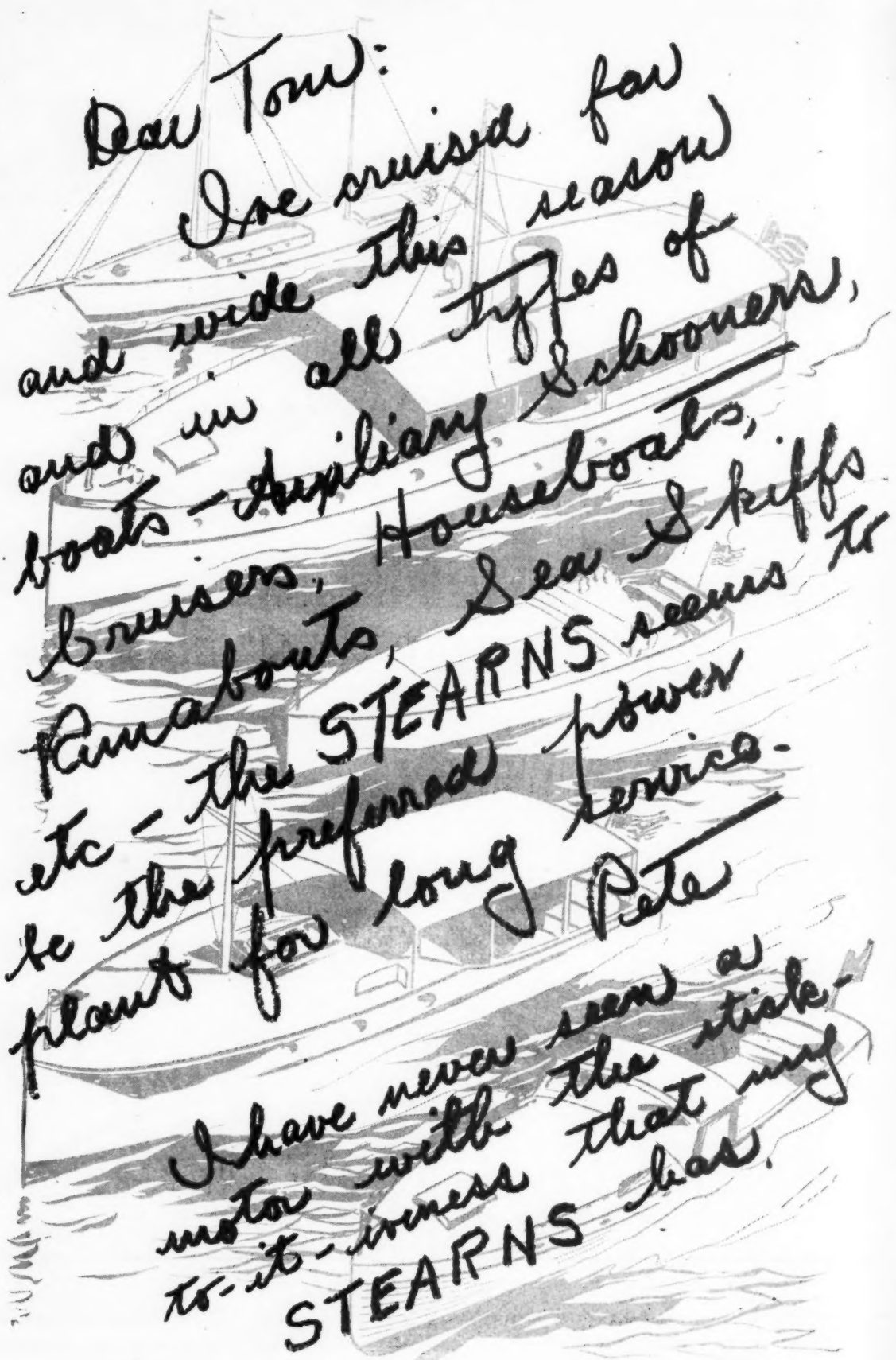
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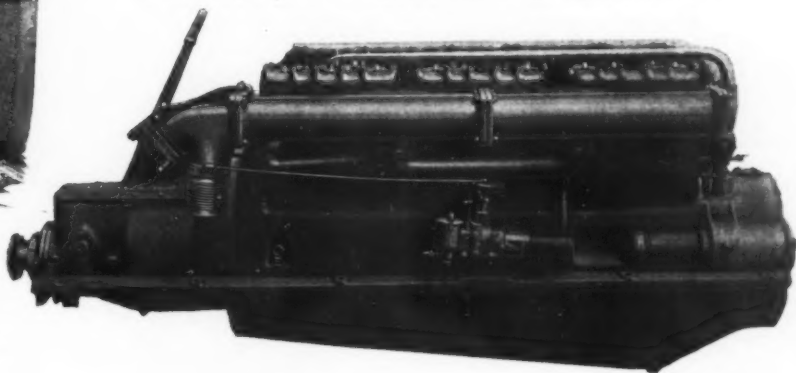
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The Outlook for Outboard Racing

(Continued from page 92)

happened. This is in marked contrast with the performance of some of the Vee bottomed or full nosed scooters.

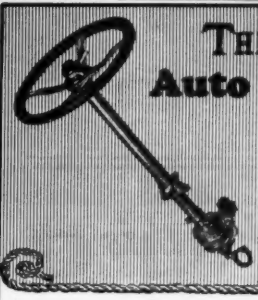
Pram and Go-Cart also led us to an unexpected discovery. These little boats are easily capable of speeds close to twenty miles an hour. They were as explained built solely for experimental purposes. They made no pretense of either shapeliness or comfort. Yet the fact remains that any youngster can knock one of these little boats together and for a very trifling sum provide himself with a very lively little boat. I hate to think how many such tubs we are even now responsible for but I get some consolation from the fact that if they are anything like the originals they are perfectly safe playthings.

Three boats or models have made a bid for attention in the racing field. They are alike in that they are all strictly racing boats and as such require skillful and constant attention on the part of the driver. Taking them in the order of size there is first the ten foot scooter. This is remarkably fast in smooth water and practically useless in rough water. Next is Arthur Doane's Cee Cub. The Cee Cub was designed from tank and towing tests and is probably the prettiest and most scientifically correct outboard racing model so far developed. The bottom has a slight concave forward on each side merging into a single tunnel aft, a rather fancy bit of construction. It is a hard boat to handle but it has the advantage of being equally at home in rough going or smooth. The third and by all odds the fastest model has been the 14 foot hydroplane with a single step. This model has sprung from various sources and it is still decidedly at the experimental stage so far as details of construction are concerned but it gives great promise and will undoubtedly be an important factor in the 1927 field.

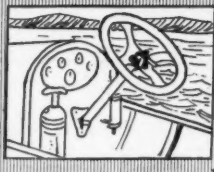
Racing results are possible to anyone who will give the time to developing the best from any given outfit. Most people have no direct desire to play this game. What then do these racing results mean to the ordinary user? At least this, that by carefully selecting a boat suitable to his motor he can get not sixteen miles or twenty perhaps, but still very nearly double the speed he could hope to get last year or that most people got this year, for after all the total of high speed outfits is but a small fraction of the four thousand high speed motors produced. Also they mean that year by year we are getting away from the haphazard rowboat construction and are getting better boats for motor use. Even now a \$300 outboard outfit compares very favorably with what in an inboard we have come to consider good value at \$1,000, not to mention the difference in upkeep storage and whatnot. But let me not commit the all too common mistake of quoting only a minimum figure. It is just as true of outboards as of any other boats that you get just about what you pay for and it is mighty poor economy to pay too little, to get a boat as an expense item instead of as an investment. A really good substantial boat, the kind that will give years of service (and a boat has to last through the winter as well as through the few months of active summer use) will cost nearer \$300 than \$100 for the boat alone. That, by the way, is equally true of racing boats. The Baby Buzzes that cost around \$100 to \$125 are mostly worn out or cracked up. The ones that cost in the neighborhood of \$300 are as good today as when they went over. The outboard properly belongs between the rowboat and the motor boat and the price should normally be considerably above that of a row boat and considerably below that of a motor boat. A minimum price boat is very apt to turn out a minimum value.

We entered 1926 with considerable uncertainty. We had a vague idea what to expect from the next six horsepower motor, but almost no idea what the two new four horsepower motors would do. The boat builders stuck the picture of the Baby Buzz into the catalogs and waited for warm weather which showed no inclination to come. We were well into May before the situation worked itself out and we were hardly into June before the builders were beyond their depth. We approach 1927 with the certain knowledge that the new high speed motors are a reality, with the reasonable hope that the builders will take these motors into full consideration, and with at least some definite ideas of the types of boats and methods of construction that will give the best results.

The American Engineering Company, Philadelphia, announces the appointment of H. Kempner, as Sales Manager, of its Lo-Hed electric hoist division. Mr. Kempner has been in charge of sales promotion work for the company for some years, and is well qualified for the new duties he has taken over.



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THE JOHNSON MARINE REVERSE GEAR

An Absolutely Reliable Gear

is a big factor in the satisfaction you derive from your motor boat. And absolute reliability means nothing less than a Johnson Gear.

Made in six sizes,
from 1—50 H. P.

Write Department
25 for our
Catalog.

THE CARLYLE JOHNSON MACHINE CO. MANCHESTER CONN.



Running Water

(200 GALLONS PER HOUR)

Running water, under pressure to every part of your craft the same as in your home.

Permits the use of standard plumbing fixtures. Compact (10"x26"x22" high)—quickly installed—quiet—economical—automatic operation from any electric circuit. An outstanding value for \$85.00 f. o. b. factory with a written guarantee.

Naval Architects and Builders—use our free advisory service. A "DAYTON" automatic water system for any boat. Send today for free catalogue.

\$85.00

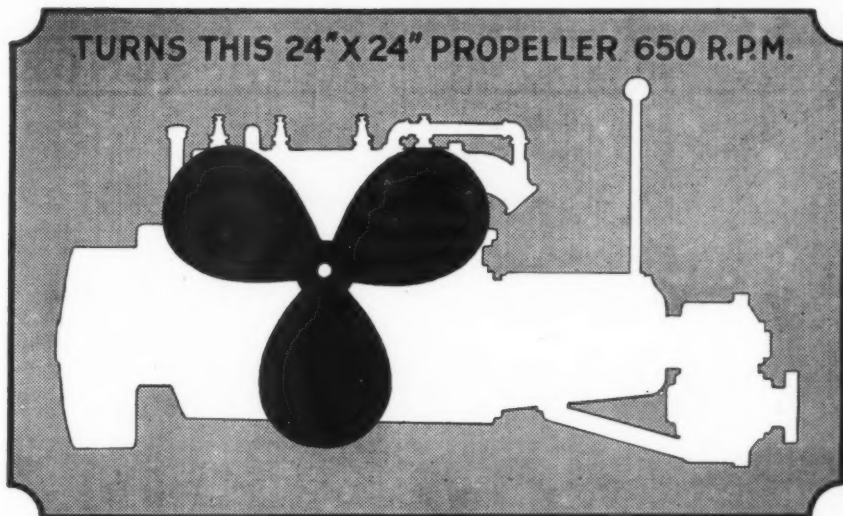
THE DAYTON PUMP & MFG. CO.
DAYTON, OHIO, U.S.A.



AMAZING NEW POWER RESULTS

for Cruisers and Heavy Boats

Turns this 24" x 24" Propeller 650 R.P.M.



Universal Superfour Silent Reduction Drive combines the propeller efficiency of a heavy, slow speed motor with the flexibility, easy maneuvering and low operating cost of a light-weight, high-speed motor.

NOT just "more for your money". But far more for less money. Not just economy in first cost, but tremendous savings in the price of cruising forever after.

Universal Superfour, with silent, Herringbone Gear Reduction Drive, is simply revolutionizing all standards of power for Cruisers and Heavy Boats up to 60 feet.

25% to 80% Less Fuel. Almost unbelievable gasoline and oil savings. In one instance Superfour replaced slow speed type, direct drive motor and consumed only one-sixth the fuel on 145 mile course.

Less Weight, More Speed. Weight, complete with reduction drive, only 480 pounds. Lightens the load, gains valuable floor space, conserves head room. Invariably greater speed with smooth, quiet motor action that is easy on the nerves and favorable to your hull.

Amazing Flexibility. The quick response of a large propeller, plus a wide motor speed range, makes your cruiser maneuver with launch-like ease. You throttle down to almost a drifting gait and pick up with an ease that is astounding.

UNIVERSAL MOTOR COMPANY, 40 Ceape Street, Oshkosh, Wisconsin

Universal

SUPER-FOUR

Write for further data, giving type, size and present power equipment of your boat.

Other Propeller Speeds

26" x 20" 650 R.P.M.
24" x 24" 650 R.P.M.
24" x 18" 775 R.P.M.
24" x 14" 1000 R.P.M.
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Propeller speeds obtained by actual test, using a heavy 38 foot cruiser.

Only \$670.00

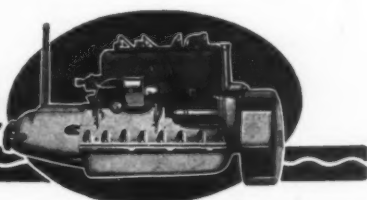
Model GLS — 15-20 H. P., medium speed type, complete with reverse gear and electric starting, lighting and ignition system (without battery). Weight 425 pounds. Price, \$545.

With built in reduction drive, weight 480 lbs. Price . . . \$670

Model GLH — 20-40 H. P., high speed type. Same equipment, same weight as GLS Model. Price, \$595.

With reduction drive, weight 480 lbs. Price . . . \$720

Superfour supplied as 50 H. P. special racing motor for 151 class. Weight 360 lbs. Price, \$625



THE DART RUNABOUT

The Perfect Creation of the
Indian Lake Boat Co., 350 E. High St., Lima, Ohio.

26 FOOT

10 PASSENGER



“FULL SPEED AHEAD”

**Distinctive Beauty—Exclusive Appointments Scripps F-6 Power Plant
Operates Like Auto—Luxurious Comfort—Seaworthy—Safe—Price on Request**

Advertising Index will be found on page 164



A Standardized Boat with a Standardized Engine

Buda Model BM-6 is standard equipment on Sea Sled Model 23.

Sea Sleds are standardized motor boats built on a quality basis and the choice of power was made only after the most careful consideration of the engine and the company behind it.

Buda marine engines were selected because of their long life, surplus power and trouble-free performance. These engines are designed and manufactured by a company with many years experience in the engine business, a company equipped to build standardized engines of highest quality on a quantity basis.

Write for specifications of Buda Models BM-6 and GM-6 designed especially for cruisers and runabouts.

THE BUDA COMPANY, HARVEY CHICAGO
SUBURB ILLINOIS
ESTABLISHED 1881

Buda nation-wide parts service for Buda Marine Engines



As Our Christmas Gift

Take Your Choice of these FREE BOOKS

or give one to a friend

The CRUISE of the HIPPOCAMPUS

by Alfred F. Loomis

A DELIGHTFUL salty sea-yarn. There is humor dancing and bubbling round this story of a 4-months cruise from New York to Balboa (Isthmus of Panama) as brightly as the sparkling waters danced about the 28-foot yawl on its fair-weather days.

The HIPPOCAMPUS, with but three lusty souls for crew, enjoyed numerous flirtations with disaster, poked her blunt nose into extraordinary scrapes—and came through whole. Long before the saucy little yawl makes Balboa you will like the staunch little vessel and all aboard her.

352 pages, 47 illustrations.

With MoToR BoatinG—2 Yrs. for \$6.00.

\$3.00 less than single-copy price of MoToR BoatinG alone.

The DINGHY BOOK

by William Atkins

I NCLUDES 10 complete easy-to-follow designs for small boats from a seven-footer up, including sailing skiffs. You can build a boat from any of these plans without further professional help.

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The YACHTSMAN'S GUIDE and Nautical Calendar (Latest Edition)

500 PAGES crammed with just the information you want for keeping your ship trim and in A-1 running order, and navigating her in any waters.

Tells you all about engines, marine laws, numbering laws, yacht clubs, prevention of accidents, scores of cruise routes, more than 100 charts, tides, codes, signals, lights, etc., etc. The only complete yachting encyclopedia published. No yachtsman should be without it.

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\$3.00 less than the single-copy price of MoToR BoatinG alone.

Mail This Coupon Now

for the Gift Book You Like Best

MoToR BoatinG, Dept. 1126-B,
119 West 40th Street, New York, N. Y.

Please send me the book I have checked below and enter my subscription to MoToR BoatinG as indicated.

☐ THE CRUISE OF THE HIPPOCAMPUS with MoToR BoatinG for two years—\$6.00. You save \$3.00.

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(Enclose remittance or remit on receipt of bill. List Christmas Gift orders on separate slip and indicate to whom the book is to go and to whom the magazine is to be sent.)

Name.....

Street.....

City..... State.....

Postage outside U. S. and Canada \$1.00 extra a year.

Huck Says—Haul Out Your Own Boat

(Continued from page 37)

her out again in the afternoon, as she leaks something fierce, and this, maybe it has something to do with my low marks, as this leaking, it doesn't leave me no time to study at all. Along about the middle of October, even the hardest of the neckers, they finds the evenings too cold for the sport and as they was thus no further point in keeping her in commission, I sounds the alarm and gets up a amature crew to take her down to Duxbury for the winter. Now Duxbury, in case you isn't all descended from the Mayflower, it is hard by the spot where the Pilgrims, they first hits upon the idea of no Sunday baseball and is about forty miles from Boston. I has no luck at all in getting up a crew from any of my yachting friends. They all knows better than to go to sea at that time of year in no small boat. So I finally has to be content with two fellers what once crossed the Hudson in a ferry boat but who hasn't had no other marine experience.

One of them, Louis Kibbe, he comes from Iowa and the only motive he has about going, is that it enables him to do nothing for a few hours. The other feller, Grover Goode by name, the last I hears of him, he has become a celebrated underwear manufacturer out West, but I is certain I cures him for all time of any desire to take no more sea voyages. BEFORE he takes this trip he yearns, something terrible, to see a Gloucester fisherman, to see Minot's Light and to get right down close to the ocean where he can slap it with his mit. On condition that he goes with me, I contracts to show him all them things, which I done.

The night before we starts, I puts a bag full of doughnuts and such-like in the cabin. We arises at daylight and goes aboard at Lawleys, this boat being the nearest thing to vermin what George Lawley ever allows in his dock. All is very hungry and we devours the doughnuts. They was a lot of gasoline what leaks out of the carburetter that night and the doughnuts, they soaks up most of the fumes. This, of course, maybe it has something to do with what happens later, but anyways, we starts down the harbor, Louis, he goes to sleep in the cockpit and Grover he says as how I is so nice to bring him along and all them things what landlubbers always says while they is still in the harbor.

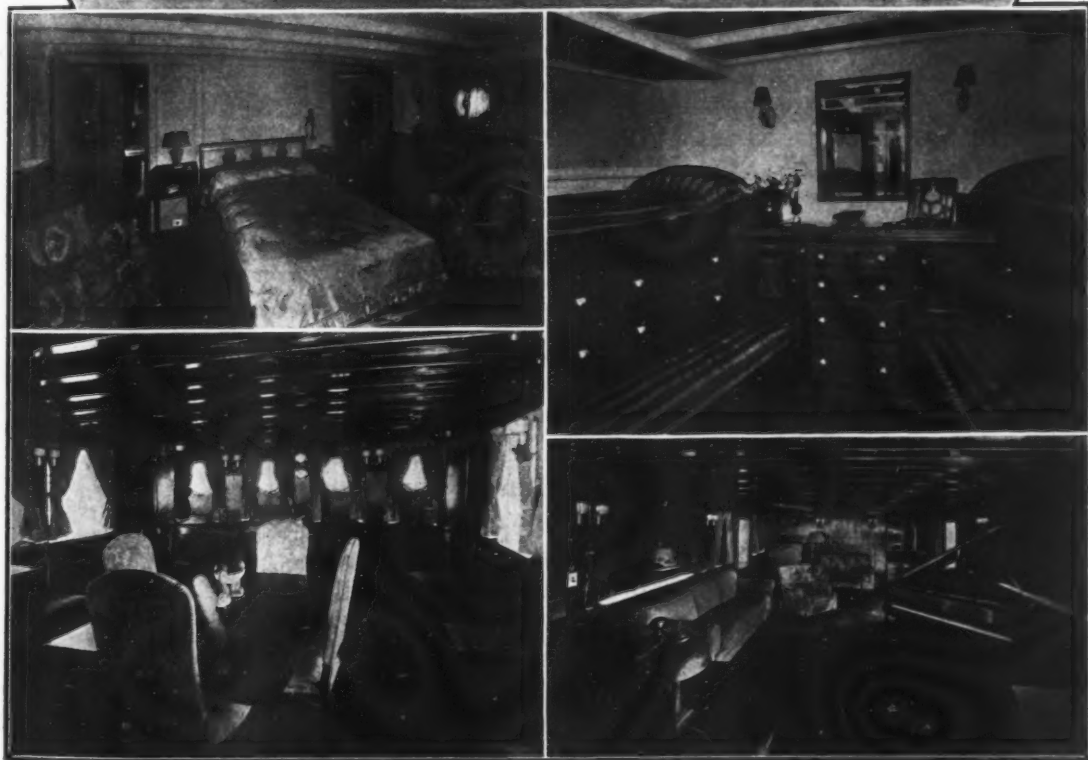
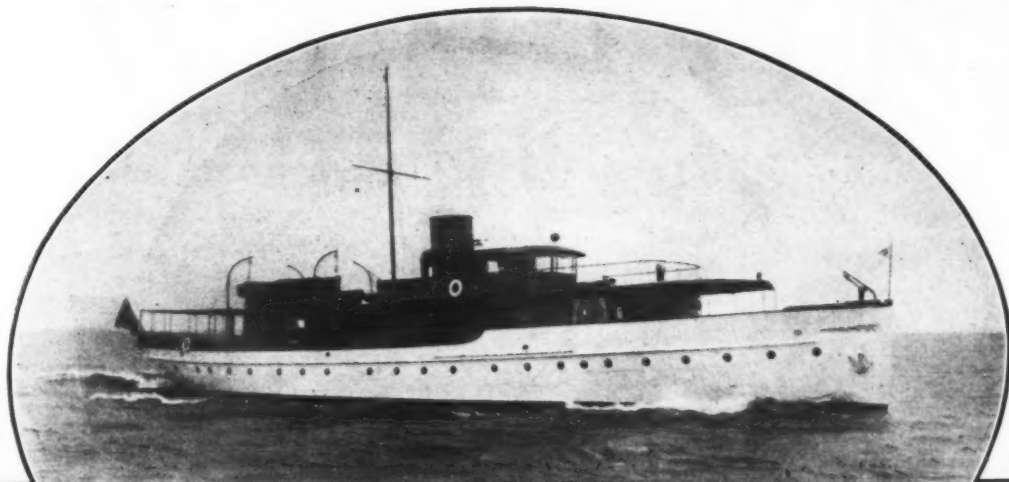
Outside, it was a ordinary-like rough day in October. By the time we passes Harding's Ledge, Grover, he has lost the third and second doughnut and was strangling over the first. Shortly after that we passes a Gloucester fisherman. I calls Grover's attention to it, I does and I says to him, "Grover, see the pretty Gloucester fisherman, what you has come all this ways to look at," but with that he gives me a nasty, in fact a pasty, look and loses the first doughnut. After that he merely gurgles and tries to turn inside out every once in awhile and when we passes Minots and I says to him, "Look up, Grover, we is passing Minot's Light what you was so interested in," he merely groans, horrible like and moans, "For Gawds sakes will you shut up and leave me die in peace." After that he relapses into a state of coma and the only other event was when we ships a sea over the cockpit rail and Louis, he wakes up long enough to talk very religious-like to me, just as if it was my fault.

We reaches Duxbury in the middle of the afternoon. I has made careful plans to have a team of horses on hand to haul the boat out, beforehand, so, of course, it wasn't no where in sight and I only has to walk two miles to find the feller what I has made these careful plans with. But the cradle, it was right down on the marsh, all ready for us. I wants to tell you about this cradle because the design, it was my own and if I does say it, it was very original and no boat builder ever thought up one like it before—or since. You sees, it was this ways: My father he was in the timber business and as at that time I hasn't become such a authority on economics as I does later, supposes he gets his timber free, so I makes a cradle out of the two biggest pieces of timber I can think it. I thinks they was 8 x 14 inch, thirty feet long I braces them apart by a few heavy hunks of wood. Then I bores a hole through them in the middle and I puts a very light shaft through the hole. I believes in saving weight wherever possible and I done it in the shaft. On the ends of this shaft I places a couple of light pulleys, like what they runs a belt over in a machine shop.

This cradle, I think it weighs about eight tons, or only about twice as much as the boat. It was down on the marsh, all loaded down with rocks, and the wheels was on a couple of planks. I plans to land the boat on it when the tide comes up, which I done, along about a hour before sundown. By this time, the horses, they has arrived, we hooks on and they starts to pull. Everything it moves along easy for about five feet and then sticks. We regrets to find that the wheels, they

(Continued on page 106)

SYLVIA, One of the Season's Best, is DEFOE-BUILT



Oval—SYLVIA under way. Upper left—Owner's stateroom. Upper right—Aftermost of the five staterooms. Lower left—Dining room. Lower right—Living room.

SYLVIA, one of the season's finest and largest new yachts, is of steel construction, 133 ft. by 21 ft. 6 in. Exterior joinery is teak, interior American black walnut, with French gray and antique walnut below decks. Owner, Logan G. Thomson, Hamilton, Ohio. Designer, John H. Wells, Inc. Twin Bessemer Diesels give her a speed of 15 miles per hour.

DEFOE BOAT & MOTOR WORKS

BAY CITY,

MICHIGAN

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York.

Dodge Watercar



New York



Service

Florida



WHEN you own a Dodge Watercar you have not only as fine a boat as can be built, in design, finish and equipment, but you have the advantage of our competent local organization to maintain and keep your boat in the best of condition. Even if it were possible to buy or build a boat as good for the same cost, the localized service we offer would weigh heavily in favor of the Watercar.

Dodge Watercars are designed and built under the personal supervision of George F. Crouch, famous designer of successful racing boats. Standardized production in quantity gives you Mr. Crouch's work at a production price.

22 ft. and 26 ft.
Watercars

\$2,740 to \$3,740

in the Water at New York

DEALERS: *The Watercar agency is a profitable business in good boating localities. Better get in touch with us before your territory is closed.*

YOUNG & HALL 522 Fifth Avenue, **NEW YORK CITY**
Telephone: Murray Hill 8160

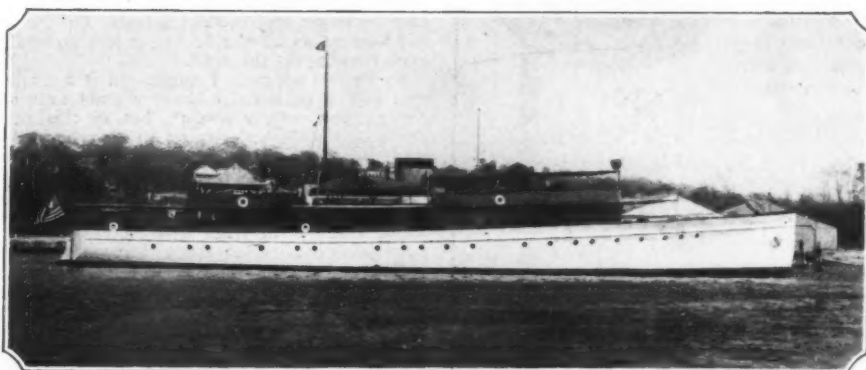
Distributors of Dodge Watercars for New York, several Eastern States and the Greater part of Florida

Distributors of Sterling Engines for the State of Connecticut

Advertising Index will be found on page 164

WINTON

Diesel Engines



S'HADOW K." Carl G. Fisher, owner. Designed by Purdy Boat Company. Built by Consolidated Ship Building Corporation. Length, 150'. Beam, 25'. Draft, 8'. Power: Winton-Diesel Engines, twin screw, total 1,000 H. P.

Total Mileage to September 10th, 1926, 15,500 miles. Record run, Miami to Port Washington, L. I.—59½ hours. Return run, 65 hours—delayed due to fog.

New York to Bermuda, 44 hours. Port Washington, L. I., to Montauk Point, L. I., dock to dock, 5 hours, 40 minutes.



The WINTON ENGINE COMPANY
CLEVELAND OHIO U.S.A.

Not only for racing craft—

The Marine Type Boyce Moto Meter was not originally designed for racing boats, yet the majority of the contenders for the Gold Cup this year were Moto Meter equipped.

Why? Because the essential knowledge of engine operating temperatures instantly available offered greater safety and freedom from breakdowns.

The low price of the instrument and the ease of installation brings the same desirable information within reach of every pleasure boat owner.

Have you seen a copy of that different booklet, "When the Whole Bay Is Your Radiator"? Send for one today.

THE MOTOR METER COMPANY, INC.
Wilbur Avenue, L. I. City, N. Y.
The Moto Meter Co. of Canada, Ltd., Hamilton, Ont.



\$10

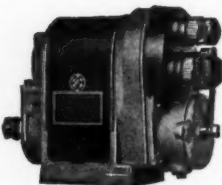


B O S C H



Trade Mark

This trade mark on a starting, lighting or ignition unit or part stamps it as a genuine Bosch Product—backed by the Bosch guarantee of dependable service.



AMERICAN BOSCH MAGNETO CORP.
Main Office and Works: Springfield, Mass.
Branches: New York Chicago Detroit San Francisco

START NOW! SAVE MONEY—BUILD YOUR BOAT WITH *Brooks* KNOCK-DOWN BOAT FRAMES

Fifty-five Designs to Select from
CABIN CRUISERS—RUNABOUTS
HYDROPLANES—ROWBOATS
SAILBOATS

During your leisure time this fall and winter you can build your own boat by the Brooks method and make a substantial saving in cost. The Brooks system is so easy that anyone handy with carpenter's tools can construct a successful boat with the skill of an experienced builder. We furnish patterns, and all material cut to size and shaped—ready to assemble—with instructions that are so simple to follow that you can't go wrong.

Send twenty-five cents today for the Brooks book of designs, describing over 55 boats that you can build.
BROOKS BOAT CO., INC., Dept. 33, SAGINAW, W. S., MICH.
Originators of the pattern and KNOCK-DOWN system of Boat Building

Huck Says—Haul Out Your Own Boat

(Continued from page 102)

is slipped off'n the planks and is in the mud. Along about dark, the tide, it gets out far enough so that we is able to pry them onto the planks again.

Now we figures it is plain sailing. Even Grover, he has recovered enough so that he joins in telling us how we does it right. We strings a lot of planks up the Beach, we gets all set, the driver he whips up the horses and the boat it covers the next fifty feet in nothing flat. In fact, it works too fast for us, it does, because the wheels, they runs off'n the end of the planks and hits a couple of rocks and the shaft it busts right off where it goes through the timber. This it was sort of embarrassing-like, but fortunately the driver he has brought along a lot of rolls and by about eight o'clock, we gets a lot of them under the cradle and we is off again. The only trouble this time, is that we has reached a sort of banking and one of the horses, he gets too ambitious and he busts a ligament and has to get sent to the sidelines. On the next pull, most of the harness on all the horses, it lets go and the horses, they goes running up the road.

So we has supper. I might call it a picnic supper, except that you is supposed to have a good time on a picnic, even though you usually doesn't, but in this case, nobody even pretends that they is trying to have a good time. We goes into the summer house, where the temperature, it was only a few degrees below zero, and the only thing we finds was some salt and some pepper and some pancake flour. I thinks it was called Lightning or Minute pancake flour. I doesn't know whether the feller what makes it is trying to advertise how quick it kills, but I does know that he cooks some pancakes, and I is equally certain that I never forgets them. They would make swell cylinder head gaskets for a Ford and I thinks anyone, even Fundamentalists agrees that gaskets, they is not suitable nourishment. Anyways, by the time we is in the throes of acute gastriceytis, the driver, he comes back with about twice as many hosses as he has before.

He explains, careful-like, that he has the theory that now he has enough power to pull the damn boat along, no matter whether they is rolls or cradle under her or nothing, which he done. Also, half the town, it had heard the call to arms and they was out in great force and at no time in my life has I enjoyed the benefits of so much free advice as I gets at that time. The driver, he hooks a big chain on the cradle and he backs the hosses up so they is plenty of slack in it and plenty of chance for a running start.

Then off they goes, in a way what would make Ben Hur look like a fruit wagon. The chain brings up with a snap. The cradle jumps ahead like a frightened chamois skin, but we overlooks one little thing, what they calls inertia. The boat stays right where it was. The cradle goes out from under it. The boat drops onto the ground. The rudder, it gets knocked off entire. The skeg, it gets knocked off entire. One blade of the propeller, it gets knocked off. The boat, it rolls over on her beam ends. We then has just time to catch the last train for Boston.

The End.

Editor's Note: A careful examination of Huck's private files discloses the following bills:

To HENRY BRIGGS, Dr.

Use of ten horses, eight hours.....	\$47.98
Two harnesses, gone.....	31.27
One off hind leg of Nellie.....	175.00
	\$254.25

To RICHARD GRUMB, Dr.

One propeller.....	\$19.00
Repairing rudder.....	19.77
New Skeg.....	18.88
52 hours machinists (77 cents).....	40.04
Carfare.....	.10
Two hot dogs.....	.05
	\$97.84

Moral: Patronize your neighborhood grocer.

A New Pilot Guide

A new little booklet has been published by Frank Krause, of Brooklyn, N. Y., which contains information of use to many who operate boats in and around the waters of New York Harbor. It contains chapters on the general characteristics of the lights and buoys, fog signals, and also the various regularly used channels and the courses to follow in navigating these. Chapters of the tides and currents, meeting of the tides, pilot signals, various types of bearings, engine room signals, storm warning signals, and similar items, are all carefully explained. Copies can be secured from F. Krause, 457 State St., Brooklyn, N. Y.

FAY & BOWEN

Runabouts



Fay & Bowen 24', single cockpit runabout. Solid mahogany construction, natural finish. Speed 17 miles per hour.

FIVE MODELS

Twenty-Two Foot
Speed, 14 miles per hour.

Junior Twenty-four Foot
Speed, 17 miles per hour.

Twenty-seven Foot
Speed, 20 miles per hour.

Thirty Foot Single Cockpit
Speed, 21 miles per hour.

Thirty Foot Double Cockpit
Speed, 21 miles per hour.

Each is salt water equipped,
luxuriously upholstered and
handsomely finished.



O the boating enthusiast wanting a fine runabout Fay & Bowen boats have an extra strong appeal. They are the leading boats in their price class, excelling in style, quality, performance and value.

Whether your need is a family boat, a gentleman's runabout, a small runabout or a yacht tender there is a Fay & Bowen model especially suitable for your requirement.

Fay & Bowen boats are powered with Fay & Bowen engines. When you buy one of these runabouts you receive a warranty covering both the hull and power plant—there is no division of responsibility between boat builder and engine manufacturer.

Write today for descriptive literature of Fay & Bowen Runabouts.

FAY & BOWEN ENGINE CO.

104 Lake Street

Geneva, N. Y.

EASTERN REPRESENTATIVES:

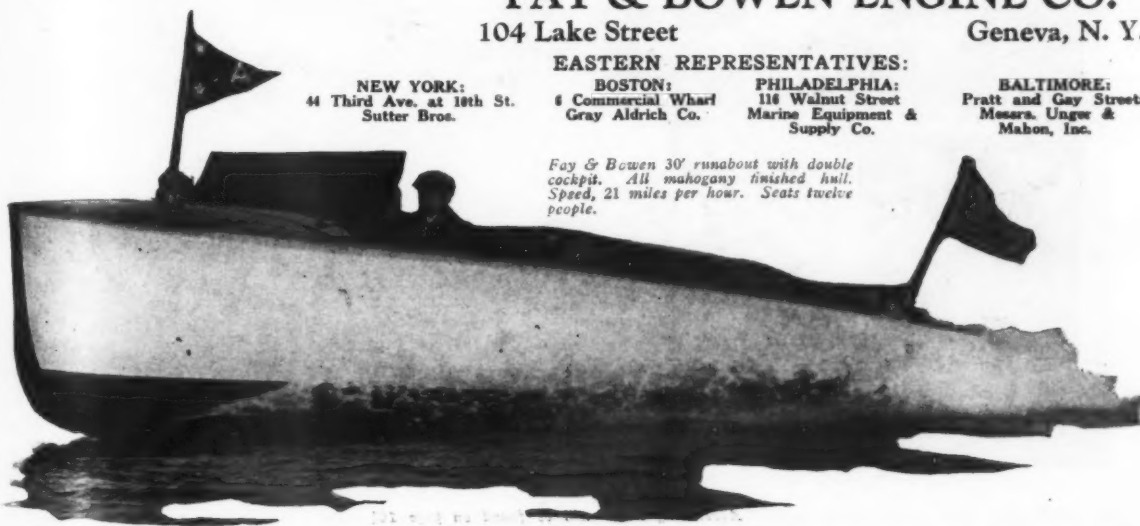
NEW YORK:
44 Third Ave. at 10th St.
Sutter Bros.

BOSTON:
6 Commercial Wharf
Gray Aldrich Co.

PHILADELPHIA:
116 Walnut Street
Marine Equipment &
Supply Co.

BALTIMORE:
Pratt and Gay Streets
Messrs. Unger &
Mahon, Inc.

Fay & Bowen 30' runabout with double cockpit. All mahogany finished hull. Speed, 21 miles per hour. Seats twelve people.



When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York



Advertising Index will be found on page 164

Character

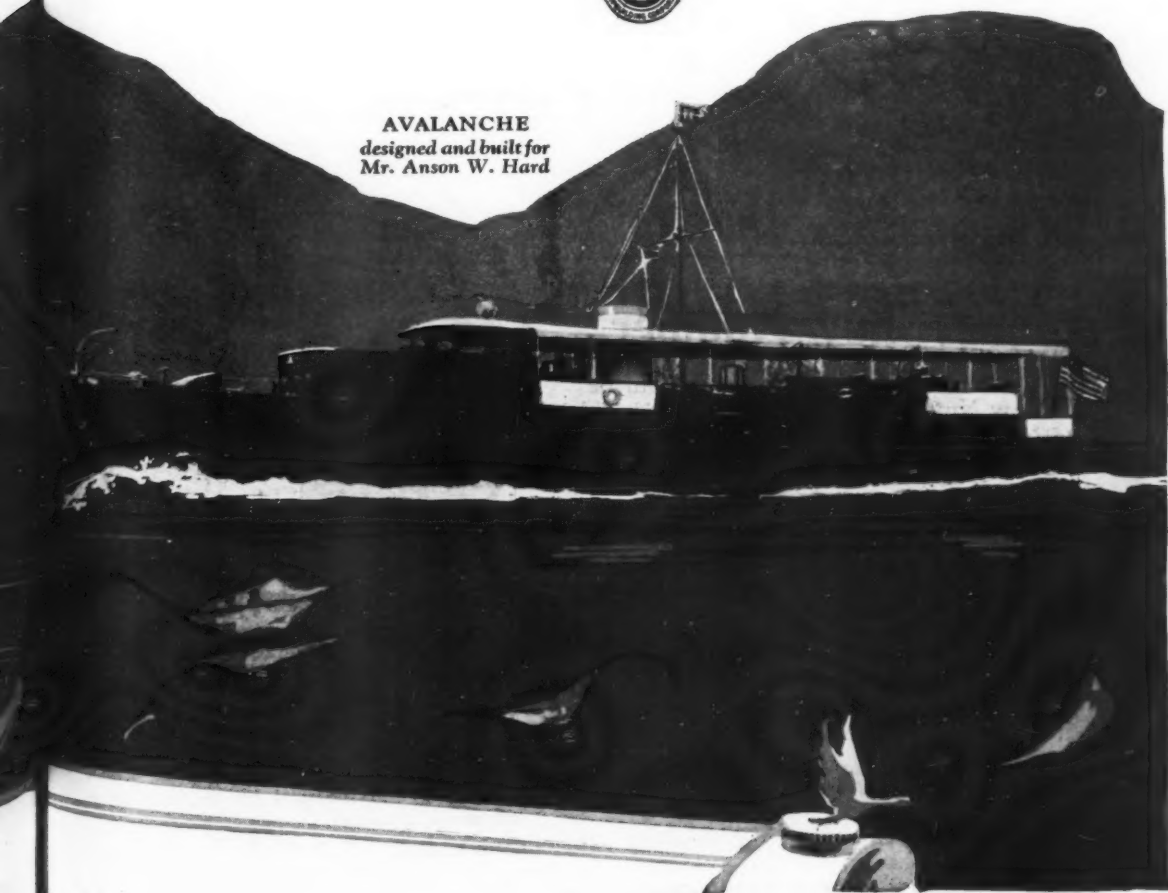
THEY have so much character" is the apt phrase so repeatedly used in describing Consolidated built boats of any size or type.

*Descriptive booklet (from the celebrated
Playboat to a seagoing yacht) on request.*

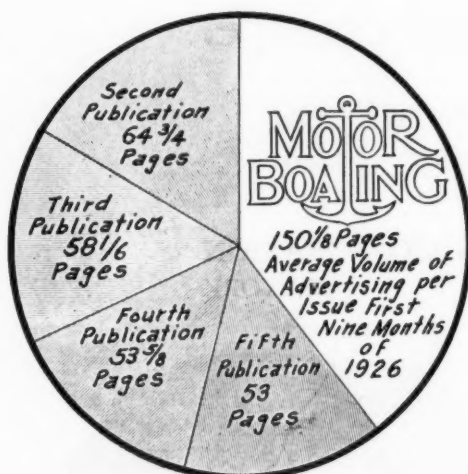
CONSOLIDATED SHIPBUILDING CORPORATION
MORRIS HEIGHTS NEW YORK



AVALANCHE
designed and built for
Mr. Anson W. Hard



Where Shall I Advertise?



First Nine Months of 1926

MoToR BoatingG carries more than one-third of all the advertising placed, and about two and one-third times as much as any other boating magazine.

The Annual Show Number

THE February issue of MoToR BoatingG will be the 1927 Show Number. It is a veritable show in itself—a national merchandising fair with an attendance in every State of the Union.

This is the most important issue of the year for advertisers, because it has a larger circulation than any other and is used throughout the year as a purchasing guide. It is a De Luxe edition and sells for 50 cents on the newsstands. To get the most direct effect at *Show Time* advertise in MoToR BoatingG, using space to the extent of the volume of returns you want. Advertisers multiply their regular space as much as sixteen times in the Show Number.

Forms for the Annual Show Number close January 2nd. Plan your advertisement now, and mail your space reservation today.

FOR RATES AND FURTHER PARTICULARS WRITE:

MoToR BoatingG, 119 W 40th St.,

New York, N. Y.

In the boating field it is not a perplexing problem to find the most profitable medium for your advertising. That point has been already settled for you by the most successful manufacturers in the industry.

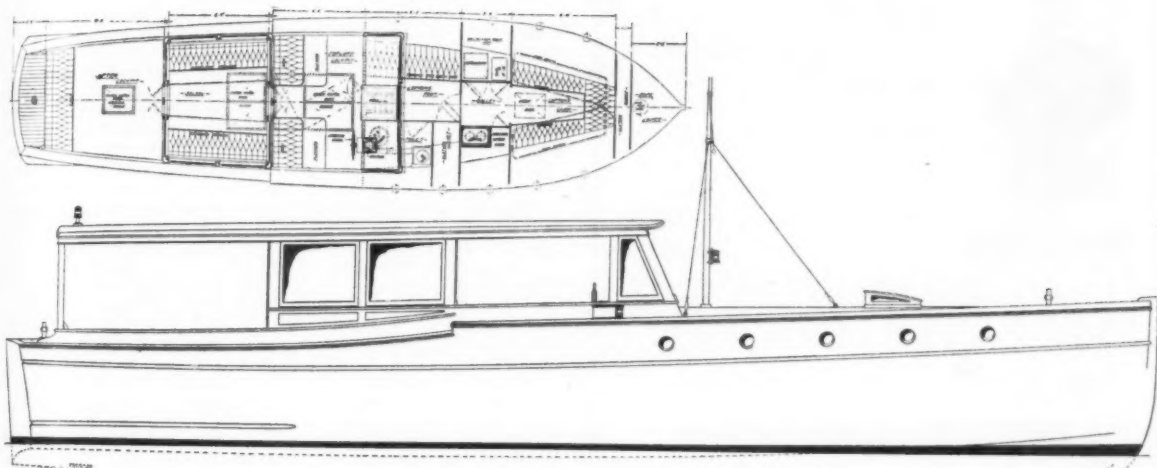
THERE is only one leading boating magazine and that is MoToR BoatingG. It leads in circulation, because it has the greatest editorial interest and gives the reader the most in advertising or information on what's what in boating products. Quality circulation is insured by the price, 35 cents a copy. MoToR BoatingG leads in advertising, because it gives the advertiser the greatest coverage of the market and the greatest response.



The Annual Show Numbers

This disc tells in unmistakable terms which boating publication is the first choice of the industry at *Show Time*. The 1926 Show Issues of MoToR BoatingG carried nearly one-half of all the advertising placed and within a few pages of the total for the four other magazines combined.

Gray Boats



De Luxe Forty-Five Foot Cruiser

THIS handsome cruiser is a Gray Custom-Built job embodying all the requisites in workmanship, quality, appointments, livableness and seaworthiness that a truly fine yacht must have. It is a craft in which you can cruise comfortably either on coastal or inland waters at twenty miles an hour. The power plant is a Speedway Model M, 8-cylinder, 200 H.P. marine engine. In structural details the Gray DeLuxe Forty-Five is of the highest standard of craftsmanship. Bronze bolts and screws used throughout and all trim is natural finished African Mahogany.

Length 45'
Beam 10'
Draft 3'4"
Speed, 20 M.P.H.

The accommodations include: Lounging room with two berths; toilet; fully equipped galley; and a forward cabin with four berths. The bridge is amidship and semi-enclosed. Just aft of the bridge is the salon, with two extension berths. Altogether sleeping quarters are provided for 8 to 10 people. The after cockpit is fitted with a permanent canopy.

This is not a stock boat. It is a custom job, and is built only to order. The price is surprisingly low for such a high quality boat. Let us send you the details.

Other Gray Cruisers Ready for Delivery

Thirty-six Footer

A beautiful cabin cruiser accommodating five people. Semi-enclosed cockpit, all enclosed optional. Powered with an E-6 Scripps 65-100 H.P. marine engine, speed 15 miles per hour.

Price \$8,500.00

Afloat at Thomaston, Maine

Twenty-eight Footer

A remarkable boat for its size; accommodates four people. The berths are 6'6" and the headroom is 6 feet. Powered with a Fay & Bowen 25 H.P. marine engine, speed 9 miles per hour.

Price \$3,500.00

Afloat at Thomaston, Maine

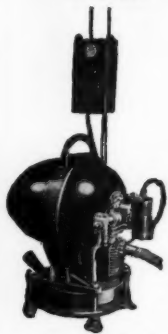
Write today for full particulars.

GRAY BOATS, Thomaston, Maine

WESTERN REPRESENTATIVE
Carl R. Gray Jr., Central Mfg. District Bank
1112 West 35th Street, Chicago Ill.

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

"as essential to the motor boat as the motor"



\$225 Generator Ignition
\$240 Magneto Ignition
Complete and ready to run
Length, 21"
Width, 14"
Height, 21"
Weight, 110 lbs.
600 Watts, 12-32-110 Volts
With or Without Batteries

So writes Le Roy Moody, referring to HOME-LITE on his yacht, Sea-wolf IV. "It's the greatest convenience on the boat."

Homelite is at times a necessity, too. It is a dependable electric power unit. Operates your lights—charges your batteries. Fits in small space—runs on any cheap fuel. Weighs only 110 lbs. complete.

Write for particulars.

HOMELITE CORPORATION

Department B-11

235 E. 42nd Street

New York

TRADE MARK
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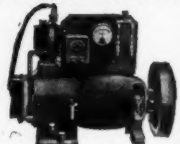
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Matthews Engineering Co.
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Model "HR" 400 watts. Ample current for 20-20 watt lamps.

Baltimore Wins Place in Regatta Circuit

(Continued from page 23)

At the conclusion of the sumptuous and much enjoyed banquet held at the conclusion of the regatta Commodore W. Tilghman Hemsley, who so distinguished himself throughout the whole week with his effervescent energy to see that all were having a good time, spoke on what had been accomplished, and what he hoped the Club would be able to do in the coming years. His address was magnetic, concise, and he won the hearts of all guests by his sincerity of purpose in stating that Baltimore's would become one of the leading regattas of the country. Regatta Circuit Rider Ira Hand agreed upon this point and told how Baltimore was to be placed upon the schedule of national regattas for 1927. Commodore Hemsley thanked in particular his aides Johnson and Norton—the former who had taken care of the publicity, the latter the chairman of the Regatta Committee. He called added attention to the fact that without the concerted efforts of A. R. Gross, one of the most active members of the Club, who has for the past three years worked hard that his ambitions of a national regatta might be realized, the Maryland Yacht Club would not have been able to have put over such a regatta as just finished.

The events coming as they did only a week after the Washington regatta, several of the fast boats appeared also at Baltimore. Among them were Miss Okeechobee, Miss Palm Beach, Curtiss-Wilgold III, Palm Beach Days, Special Chance and in the smaller rated class was the family of Spit-Fires as well as many boats not seen in Washington.

Saturday, August twenty fifth dawned one of those red hot days of our usual Indian summer. The main course over which the majority of the races were run was laid to the west of Hanover Street Bridge, triangular in shape, with a distance of one and one-half miles in length. The course being somewhat shorter than is usually found and, with its three turns, made high speed records impossible, but created great amusement for the thousands of spectators who lined the banks of the river and the railings of the bridge. This last mentioned point of vantage was by far in the estimation of those present the finest natural grandstand ever used at a national regatta in this country. A view of the complete course was had at one glance. The other course used, ran from the committee boat stationed on the south side of the triangular course, through the bridge and thence in an easterly direction for a distance of two and one-half miles. This was only used in the 725 speed class and the unrestricted speed class.

The first day's racing consisted of an Elco cruiser race in which Rene Jr. II had its own way. The outboard powered class proved interesting as it always does. Flying Fish already well known in New York waters romped away to first place followed by Harry Oehle's boat, which just preceded by Baby Buzz.

In the slow cruiser class Major W. E. Hoke's Martha won out over Walter E. Hopkins' Moonshine, making the four and one-half miles in 31:01. The Dodge Watercars then displayed their ability and Ralph Clifton won from T. Blackiston in the six mile event in 13:01. Blackiston's time was 14:23.

The speed cruisers brought out some interesting entries and when the finish line was crossed J. C. Patterson's Turbot proved the winner over Arthur Ziegler's Langdon M by a margin of three minutes and twenty-four seconds. Third place was taken by Virginia III, R. W. Thompson. Between the motor boat races various canoe racing events were run, and in the three-eighths of a mile War Canoe event the Maryland Swimming Club won over the Arundel Boat Club by three quarters of a length.

The only fast boat eligible for the 725 class race was Palm Beach Days, owned by Commodores Bill Bigelow and Alfred Wagg. The boat known as Special Chance unfortunately did not arrive until the race was nearly over and hence the lack of keen competition. There, however, proved a real sport in the person of William Baker, a member of the Maryland Yacht Club. Being eligible but having a much slower boat than Palm Beach Days, Baker willingly placed his boat in the race to give the public something to watch. Because of this sportsman-like act, Bill Bigelow held his Gold Cup craft in, winning by only a few seconds in the ten mile race, which to the spectators seemed one of the best races of the meet.

More interest was probably manifested in the 151 class events than any other, save the super powered craft which came from Washington. The first heat of the 151 babies was won by a local boat—Lady Baltimore II, owned by that

(Continued on page 118)

Announcing a New Sales Policy
and a
Permanent New York Display
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Chris-Craft Runabouts

1927 Models on Display

National Sales Offices are now established in New York City by Chris Smith and Sons Boat Company with a permanent display of the new 1927 models of Chris-Crafts in their show room at 393 Seventh Avenue. This office is in charge of Arthur J. Utz.

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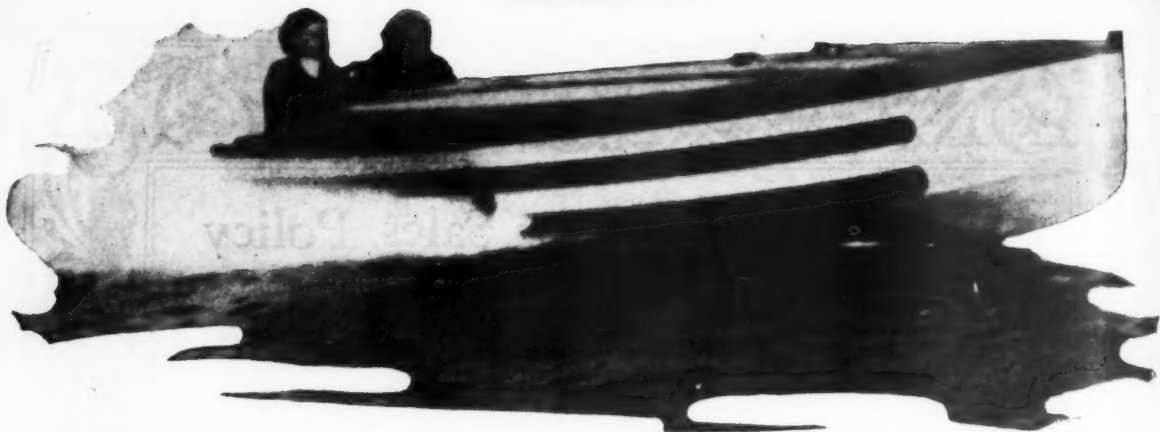
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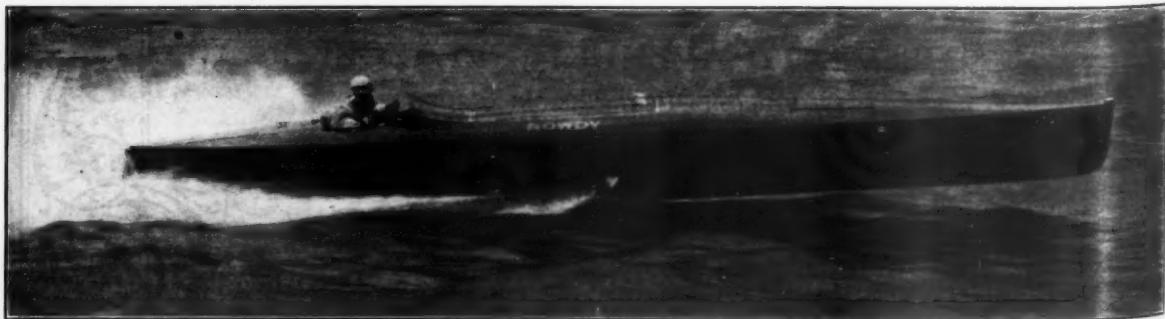
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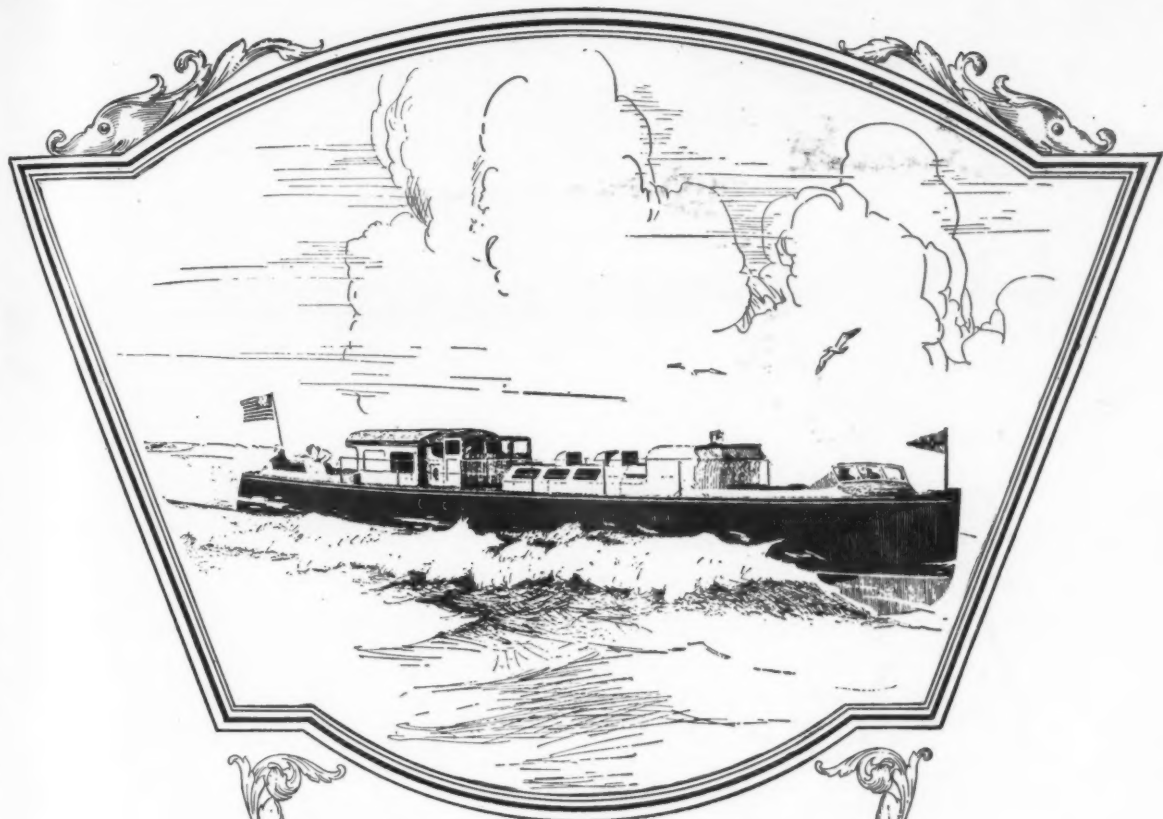
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Rowdy, winner of the 1926 Dodge Trophy Race at the Manhasset Bay and the 1926 International Sweepstakes at Detroit. Designed and built by Purdy for Mr. Carl G. Fisher.

PURDY BOAT COMPANY
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Advertising Index will be found on page 164

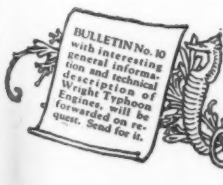


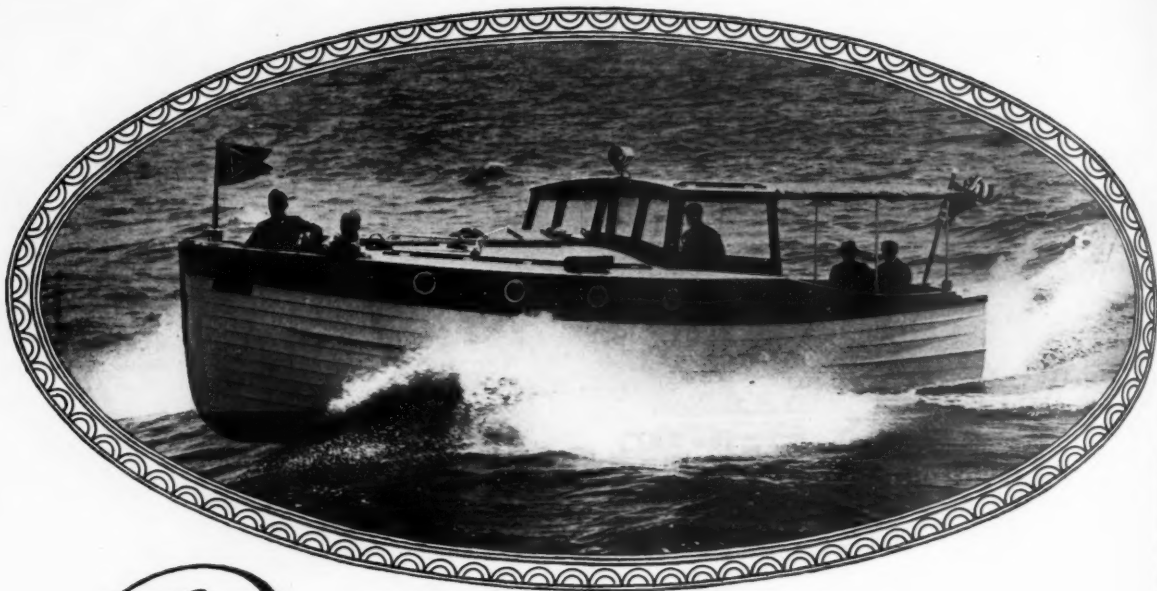
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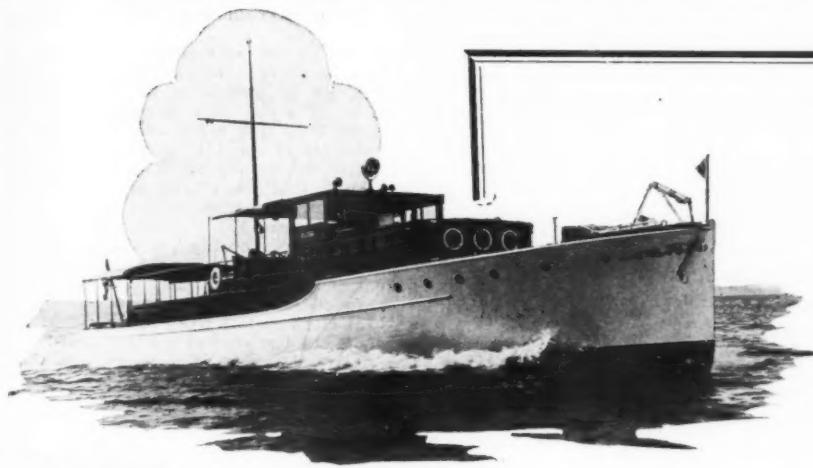
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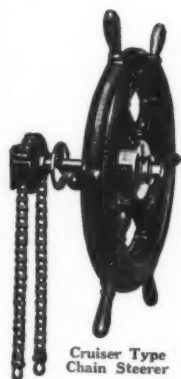


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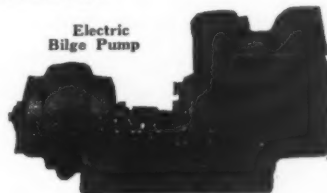
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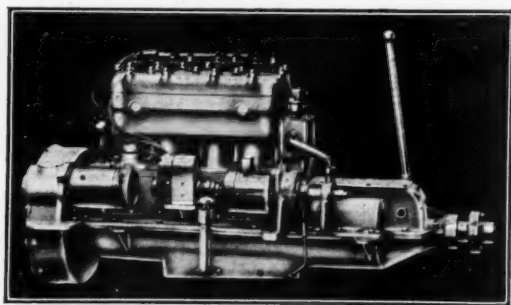
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All models are equipped with
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BRENNAN MOTOR CO.
500 E. Water Street Syracuse, N. Y.

Baltimore Wins Place in Regatta Circuit

(Continued from page 112)

Prince of Sportsmen—Rags Gross. Naturally enough there was great rejoicing upon this occasion. Cliff Hadley, an old-timer in this particular class brought the crowds to their feet by running a dead heat with Greg Beard's Miss Washington. The second heat also held on Saturday was won by Hadley in his Hadley-Plane with Miss Washington second. The times and other contestants will be found in the summaries.

A ruling made the day before the race that only one boat from an owner would be allowed to race in the 151 class events caused the family of Spit-Fires to be noticeably absent from the list of winners. At a meeting of the National Speed Boat Club held that night and well attended by the owners and drivers of the 151 class boats who are members, it was formerly recommended to all clubs holding races for 151 class boats that the entries be by invitation only, thereby eliminating the possibilities of having more than one boat from one owner. This seems a fair way to prevent one person or as it is openly practiced, a family, from monopolizing a race by entering in some cases as many boats as all other entrants combined. The Club also asked the M. V. P. B. A. to consider the change of their ruling on the price of the 151 class motors from \$5 per cubic inch, to read as follows: "That the cost of motors used in 151 class racing shall not exceed \$750 as is, in racing condition." This was brought about by owners placing their engines in the hands of experts and spending hundreds of dollars in addition to the original cost price, which has over-stepped the meaning and spirit of the present ruling. The first suggestion would be well if adopted for other higher classes, by placing the person who either wishes, or has to race only one boat, from a financial standpoint, on an equal footing.

The race which easily took the breath of the spectators and quite literally those of some of the race boat crews was the first heat of the free-for-all. This was held on the triangular course for a distance of fifteen miles—making a ten lap event with thirty turns. In the getaway Miss Palm Beach, driven by Commodore Ericson, beat Curtis-Wilgold III over the line closely followed by Palm Beach Days, thence by Special Chance. In the first turn Palm Beach Days broke a shaft, allowing the propeller to tear a hole in the boat at the chine. She was rescued by Andy Porter's Virginia E. in time to prevent sinking. In the fourth lap Curtiss-Wilgold III rose into the air turning completely over and naturally enough at her speed of approximately sixty miles per hour dropped her driver Ed. Grimm of Buffalo and Milton Elliott into the waters of Spring Gardens. The boat was towed to the crane after the men were successfully rescued. Miss Palm Beach finished the fifteen mile jaunt in 19:39. Special Chance finished second.

During the evening of that first day of racing there was much social activity. A large dance was held in the spacious club house. The scenes around which were indeed beautiful. Thousands of colored lights turned the grounds into a living rainbow, while the parade of decorated and lighted yachts—one of the main attractions of the regatta was a spectacle never to be forgotten by those privileged to attend.

When Sunday dawned it seemed that the scene of the races had been transferred over night to some distant spot near the north pole. A drop of forty degrees during the night, especially after an intensely hot day, made the crews of the yachts and speed boats as well as the spectators crawl into their heaviest coats and with a strong wind blowing the waters of the course into fair size waves the third heat for the 151 class boats went off at exactly noon. Spit-Fire VI driven by Stanley Reed of Detroit won in ten minutes flat, followed ten seconds later by Miss Washington, thence Miss Quincy VII.

In the handicap race for cruisers Moonshine was the successful contester. The second and final heat for the free-for-all speed boat event was started with the only two finishers of the previous days running—Miss Palm Beach and Special Chance. The former led easily until the last lap when she broke a gear box, giving the right to win to the Special Chance. With a win on Sunday and a second on Saturday, this boat won the title of the free-for-all champion of the regatta.

In the unrestricted speed class Commodore Ericson entered his Arab VII against Miss Palm Beach. The latter won over the long course in 18:25. Arab's time being 18:32. In addition to the regular Dodge race already mentioned there was a race scheduled for boats making up to 30 miles

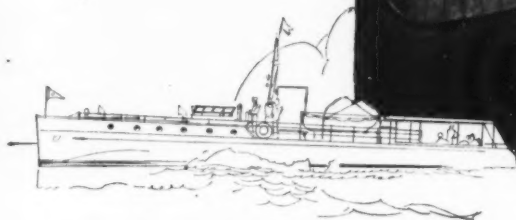
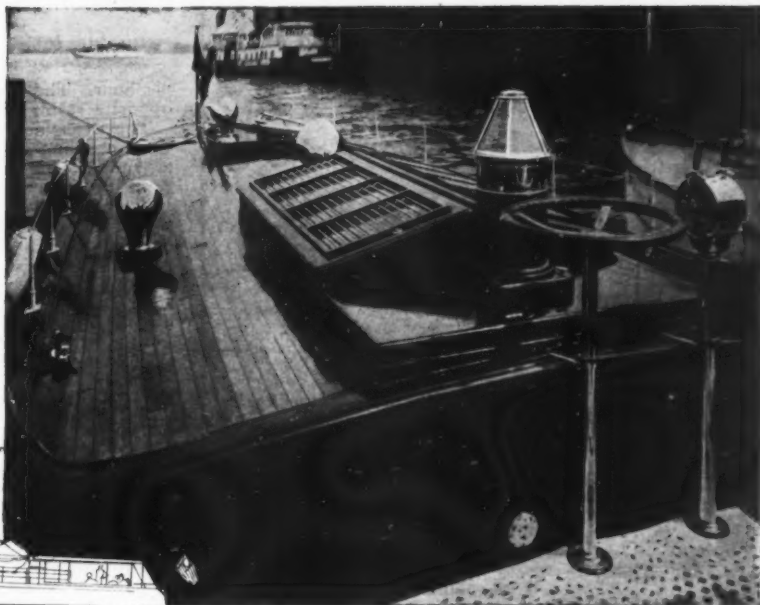
(Continued on page 120)

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DESPITE constant exposure to the elements, the marine hardware and fittings on your boat will never have to be polished if they are CRODON-plated. For CRODON never tarnishes or corrodes.

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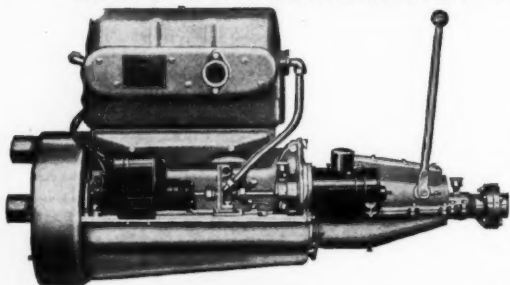
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MODEL EUMSA

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Baltimore Wins Place in Regatta Circuit

(Continued from page 118)

per hour. The two Dodge boats again took the field with an opposite result from the first race.

The Biscayne Babies were in much evidence and put over some thrilling exhibitions for the bridge spectators as well as running in their regular events. One of the great features of the meet was the scheduled race of 50 miles for boats of the 151 class. Only four entered this event late Sunday afternoon. Miss Norfolk, Miss Portsmouth soon dropped out after the start, but Spit-Fire ran thirty-one miles before giving up the chase. La Palina, owned by Commodores Davis and Primrose the slowest boat among all the entries stuck to the grind with the result that she was flagged off the course a winner after completing one more lap than the Spit-Fire had done. The last several laps were made in total darkness. The record of those thirty-one and one-half miles will probably stand for some time, as the punishment of such a grind in that type of boat is far from pleasant.

Saturday's Events, August 25, 1926

Event No. 1—Elco Cruisettes, 4 1/4 miles—Rene Jr. II, L. M. Simmons, Palm Beach, Fla., finished in 28:12.

Event No. 2—Outboard Motors, Free for All, 3 miles.

1st—Flying Fish, V. Withstandley, winner of cup, 10:22.

2nd—Boat driven by Mr. Oehrle, no name, second, 10:51.

3rd—Baby Buzz, W. Scheer, 11:25.

4th—Baby Baltimore, H. B. MacCubbin, 11:40.

Scoter—Frank Robinson, D. N. F.

Miss Chesapeake, D. N. F. (turned over).

Event No. 3—Cruiser Free for All, 4 1/4 miles.

Martha—Mal. Wm. E. Hoke, 31:01.

Moonshine—Walter E. Hawkins, 31:02.

Event No. 4—Dodge Water Cars, 6 miles.

No. 74—Ralph Clifton, 13:09.

No. 23—T. B. Blackstone, 14:23.

Event No. 5—151 Cubic Inch Class, 6 Miles.

Lady Baltimore II—A. Roy Gross, 10:13.

Hadley Plane II—C. S. Hadley, 10:19.

Miss Washington—J. G. Beard, 10:29.

Miss Norfolk—J. H. Curtis, 10:42.

Miss Quincy VII—Frank Ripp, 10:54.

Miss Portsmouth—W. F. Dunn, 11:07.

Baby Peerless, 11:47.

Spitfire VI—Stanley Reed, 12:20.

La Palina—Donald Primrose, Allan Davis, 12:26.

Miss Ventnor—Eugene Apel, 12:37.

Se Me Go—D. N. S.

Event No. 6—Speed Cruisers, Free for All, 9 Miles.

Turbot—James C. Patterson, 47:56.

Langdon M—Robt E. Manley, 51:20.

Virginia III—R. W. Thompson, 51:47.

Event No. 7—War Canoes, 3-8 Mile.

1st—Maryland Yacht Club.

2nd—Arundel Boat Club.

Event No. 8—725 Cubic Inch Class, 15 Miles.

Palm Beach Days—Bigelow and Wagg, 27:29.

Cora Mia—William Baker, 27:34.

Event No. 9—Displacement Speed Boats Free for All, 15 Miles.

Miss Palm Beach—Driven by Comm. F. G. Ericson, owned by W. J. Connors, 19:39.

Chance Special—Chas. E. Chance, 23:45.

Biscayne Baby No. 15—Gibson Bradfield, 24:32.

Curtiss-Wilgoid, driven by Ed. Grimm (turned over in 4th lap)

Biscayne Baby No. 23—Captain Harvey, D. N. F.

Palm Beach Days—Bigelow and Wagg, D. N. F.

Event No. 10, 151 Cubic Inch Class, 6 Miles.

Hadley Plane II—C. S. Hadley, 10:29.

Miss Washington, J. G. Beard, 10:39.

Miss Norfolk—J. H. Curtis, 10:48.

Miss Quincy VII—Frank Ripp, 10:49.

Se Me Go—10:54.

La Palina—Donald Primrose and Allan Davis, 12:18.

Miss Ventnor—Eugene Apel, 12:42.

Lady Baltimore—A. Roy Gross, D. N. F.

Miss Portsmouth—W. F. Dunn, D. N. F.

Baby Peerless, D. N. F.

Spitfire VI—S. Reed, D. N. F.

Event No. 11—Displacement Speed Boats Free for All, 15 Miles.

Miss Palm Beach—Owned by W. J. Connors, driver Comm. Ericson

(average speed, 48.913 m.p.h.), 18:25.

Arab VII—Owned by Comm. Ericson, driven by A. Roy Gross, 18:32.

Chance Special—C. E. Chance, D. N. F. third lap.

Event No. 12—Displacement Speed Boats, Free for All, 12 Miles (Boats

under 30 m.p.h.)

No. 74—Ralph Clifton, 14:59.

No. 23—T. B. Blackstone, 14:74.

Event No. 12—151 Inch Class, 6 Miles 3rd Heat (Postponed till Sunday

account daylight.)

During the speed boat races, there took place on the other side of

Hanover Bridge a Star Class race of 16 miles from Gibson Island

to the Maryland Yacht Club.

Shark—J. Rulon Miller III, 4:47:16 (Shark is also winner of Star Class

series championship of Gibson Island and also winner of the Sir

Thomas Lipton Star Class Trophy)

Tarpon—C. H. Reaves, 4:47:42.

Minnow—J. Murdock Norris.

Amberjack—Andrew N. Trippe.

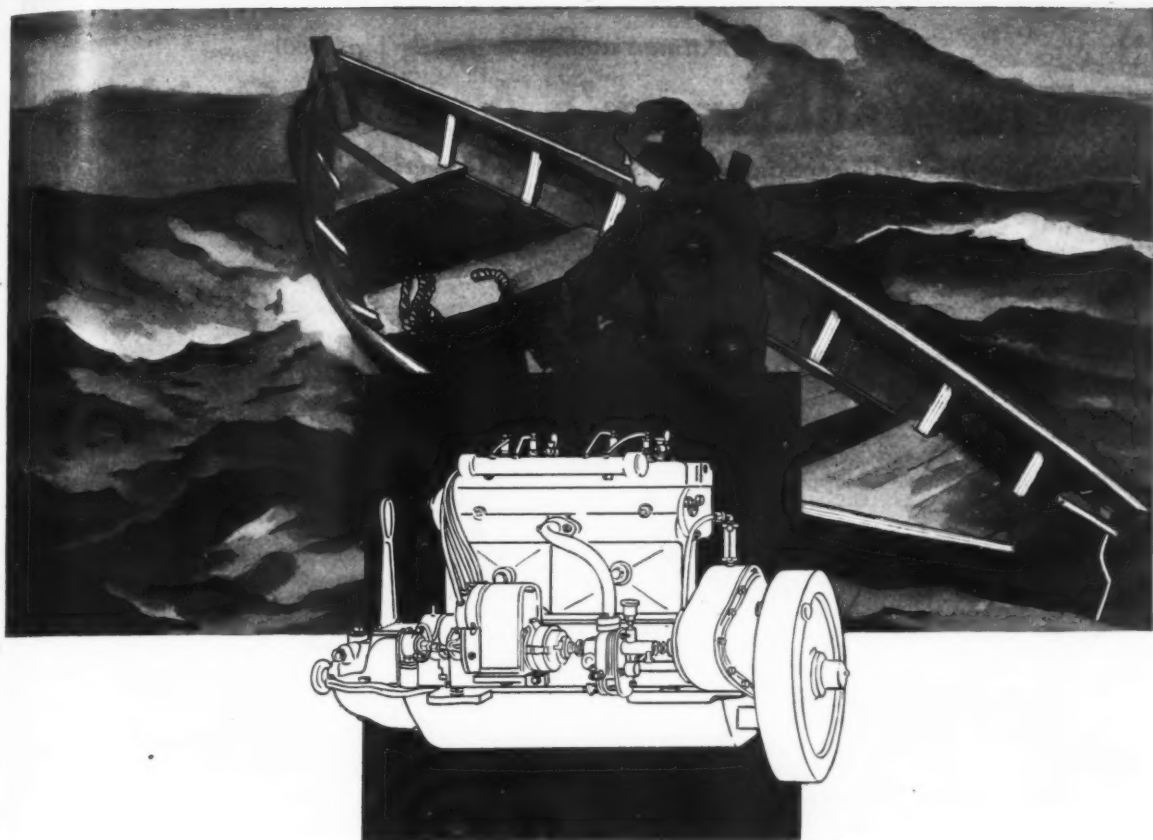
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(Continued on page 126)



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Balanced 2" machined crankshaft.
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The Yachtsman's Annual Guide

The Only Yachting Hand Book of Useful Boating Information

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Over 500 Pages

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Valuable Alike for Novice or Expert

**The Reference Book Which Combines the Important Data to Be Found in
All Government Publications of Interest to Motor Boatmen
and Yachtsmen Into One Volume**

PARTIAL LIST OF CONTENTS

- *Sixty complete motor boatmen's charts covering the entire Atlantic Coast, Great Lakes, important harbors and rivers
- *Tide Tables showing time of high and low waters, range of tides; etc., at more than 1,000 different locations
- *List of important lights on Atlantic Coast, their characteristics, fog signals, etc.
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- *List of ports where numbers of motor boats are assigned
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A complete description of the course for motor boats to follow, where to get supplies, anchor, etc.
- *Where to Cruise—
A chapter giving numerous suggestions and hints on cruising, description of the best cruising waters in the East and on the Great Lakes
- *Yachting signal code
- *List of all yacht clubs
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- *Trent Canal
- *Notes about Government Coast and Geodetic Charts
- *Where to buy Government charts
- *Cruising to Florida in twenty days
- *Racing Summary
- *How to form a yacht club
- *Duties of yacht club officers and members
- Tables of times of high and low tides
- *Tables showing time of sunrise and sunset
- *Details of motor boat routes, New York to Albany, Albany to Buffalo, Albany to Thousand Islands, Albany to the St. Lawrence River and Montreal, New York to Philadelphia, Buffalo to Detroit, Miami, Fla., to New Orleans, etc., etc.
- *Motor Boatmen's Charts of Lake Ontario, Lake Erie, Lake Huron, Lake Michigan, etc.
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- Complete sailing directions (79 pages), entire Atlantic Coast, Maine to Gulf of Mexico. Detailed information on coastwise navigation, as well as complete instructions for getting into all harbors, bays, sounds, rivers, etc. Compass directions, distances, descrip-

*Indicates new feature.

tions and locations of shoals, rocks and other dangers to navigation. The waters described in detail include Atlantic Coast, Coast of Maine and all Harbor and rivers. New Hampshire, Portsmouth Harbor, Massachusetts and all of its principal harbors; Massachusetts Bay, North, South and West shores Cape Cod Canal, Cape Cod to New York, Buzzards and Narragansett Bays and Long Island Sound, including motor boat and yacht harbors, anchorages and tributary rivers. East River to New York City, South Shore of Long Island, New York Bay and Harbor, Coast of New Jersey, Hudson River, Chesapeake Bay, Delaware River and Bay, Hampton Roads and all tributary waters, Potomac River, Inside Route—New York to Florida.

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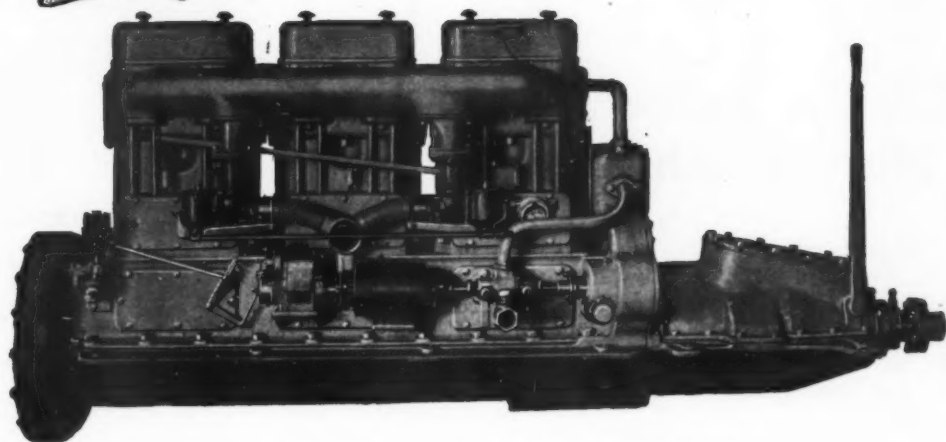
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Buffalo Model "R" for Express Cruisers

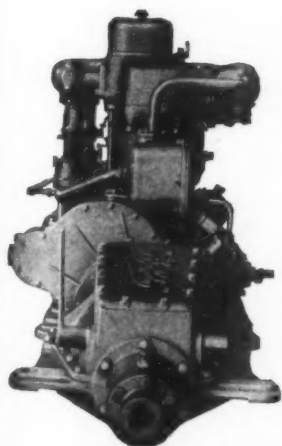
The Buffalo model "R" has won its standing as a power plant for express cruisers through value.

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The Buffalo model "R" is just one of the full line of Buffalo marine engines, built in sizes from 10 to 250 H.P.

***Tell us about your boat and let
us suggest a Buffalo to power it.***



Rear End View

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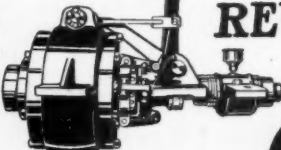
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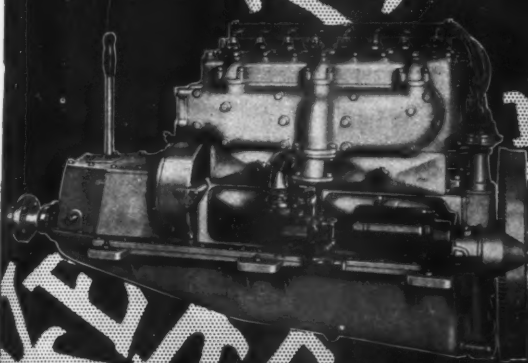
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Advertising Index will be found on page 164



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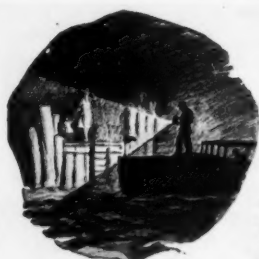
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Pressure up to 125 lbs.
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BEAVER MANUFACTURING CO.
41 - 25th STREET MILWAUKEE, WIS.

for steady
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Beaver

Baltimore Wins Place for Regatta Circuit

(Continued from page 120)

Events on Sunday, August 28, 1926

Event No. 14—151 Cubic Inch Class, 6 Miles.

Spitfire VI—S. Reed, 10:00.
Miss Washington—J. G. Beard, 10:10.
Miss Quincy VII—Frank Ripp, 10:25.
Hadley Plane II—C. S. Hadley, 10:52.
La Palina—D. Primrose, A. Davis, D. N. S.
Miss Portsmouth—W. F. Dunn, D. N. S.
Lady Baltimore—A. Roy Gross, D. N. F.
Miss Norfolk—J. Curtis, D. N. F.
Miss Ventnor—Eugene Apel, D. N. F.
Se Me Go—D. N. F.

Miss Westchester—Mr. Hammond, D. N. F.

Spitfire won this heat under protest by race committee to M. V. P. B. A. His engine cost \$1010.00 it is claimed. Should not cost more than \$755.00.

Event No. 15—Handicap Cruiser Race, 3 Laps, 4 1/2 Miles.

1st—Moonshine, Walter E. Hawkins, 31:44.

2nd—Milef, Frank J. Ripple, 37:45.

14:43 seconds per mile handicap allowed Milef. Total allowance 64.94 seconds.

Event No. 16—Cedar Canoe Race, 3-8 Mile.

One Man Single Blade.
1st—Potomac Boat Club, 2:54.

2nd—Potomac Boat Club.

3rd—Maryland Swimming Club.

Tandem Single Blade

1st—Washington Canoe Club, 2:44.

*2nd—Potomac Boat Club, subject to protest.

3rd—Maryland Swimming Club.

Fours Single Blade

1st—Washington Canoe Club, 2:16.04.

2nd—Potomac Boat Club.

3rd—Maryland Swimming Club.

*One man broke blade and dived overboard to lighten craft—remaining man came in second place.

Event No. 17—Displacement Speed Boats Free for All, 15 Miles

Chance Special—C. E. Chance, 23:09.

Biscayne Baby No. 15—Gibson Bradfield, 23:56.

Miss Palm Beach—F. F. G. Ericson, D. N. F. 8th lap (broken shaft in gear box)

Event No. 18—Handicap Speed Cruisers, 9 Miles

1st—Langdon M. Arthur Ziegler, 42:34.

2nd—Turbot, James C. Patterson, 44:02.

3rd—Ginger, Phila. Boat

4th—Isabel, M. V. Masson.

Event No. 20—Biscayne Babies, 6 Miles

No. 23—Captain Harvey, 0:09, 1st.

No. 20—Ray Edmons, 2nd.

No. 15—Gibson Bradfield, 3rd.

No. 23 hit No. 20 at turning buoy in 3rd lap smashing hole in No. 20 but all boats finished race at best speed.

Event No. 21—Star Class, 8 1/2 Miles. G. Porter Houston, Judge.

1st—Minnow, 4:38:07.

2nd—Tarpon, 4:41:20.

3rd—Dolphin, 4:41:43.

4th—Shark, 4:44.

5th—Bonito, 4:51:06.

6th—Amberjack, 4:53:34.

7th—Trout, 4:54:13.

8th—Albacore, 5:04:55.

Scorpion—D. N. S.

Bass—D. N. S.

Pompano—D. N. S.

Whale—D. N. S.

Event No. 22—151 Cubic Inch Ladies' Race, 3 Miles.

(Called off to allow the 4th heat of 151 cu. in. boats which was postponed Saturday)

Event No. 23—Substituted for No. 22, 151 cu. inch Class, 6 Miles.

Spitfire VI—S. Reed, 9:37.

Hadley Plane II—C. S. Hadley, 10:06.

Miss Washington—J. G. Beard, 10:11.

Miss Quincy VII—Frank Ripp, 10:26.

Se Me Go—10:33.

La Palina—D. Primrose, A. Davis, 13:39.

Lady Baltimore—A. Roy Gross, D. N. S. (broken camshaft).

Miss Ventnor—Eugene Apel, D. N. S.

Miss Westchester—Wm. Hammond, D. N. F.

Miss Norfolk—J. H. Curtis, D. N. F.

Miss Portsmouth—W. F. Dunn, D. N. F.

Hadley Plane II wins 151 cu. inch event on points, 425.

Spitfire VI, second, 412 (protested).

Miss Washington, third, 300.

Hadley Plane II—Prize money, \$212.50.

Spitfire VI—Prize money, \$200.00.

Miss Washington—Prize money, \$150.00.

Lady Baltimore—Prize money, \$100.00.

Miss Quincy VII—Prize money, \$50.00.

Miss Norfolk—Prize money, \$37.50.

Event No. 23—Biscayne Babies, 6 Miles, 4 Laps.

1st—No. 23, Capt. Harvey, 8:24.

2nd—No. 15, Gibson Bradfield, 8:29.

3rd—No. 20, Ray Edmonds, 8:36.

Event No. 24—Elco Cruisettes, 6 Miles, 4 Laps.

1st—Rene Jr. II, L. M. Simmons, 34:18.

2nd—Tapawingo, Wm. H. Ponder, 38:35.

3rd—Martha, Maj. W. E. Hoke, 40:41.

4th—Goldfish, Dr. B. Woodward Hazel, 41:00.

Event No. 25—151 Cubic Inch Class Endurance Race.

1st—La Palina, D. Primrose, A. Davis, 1:37:21.

(Won by finishing in 1st place in 21 laps at 6:50 p. m.)

Spitfire VI—S. Reed, D. N. F. 21st lap (broken propeller.)

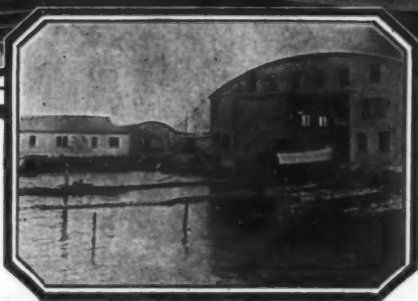
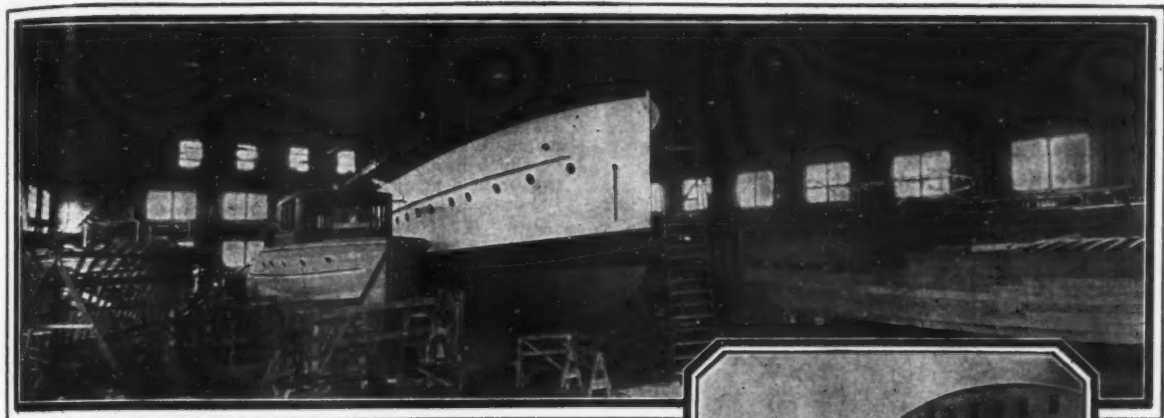
Time—First 10 laps or 15 miles, 23:34.

Time—Second 10 laps or 30 miles, 47:55.

Miss Portsmouth—D. N. F. 20th lap, W. F. Dunn.

(Broke down, accepted tow, then continued but disqualified.)

Miss Norfolk—J. H. Curtis, D. N. F. 6th lap.

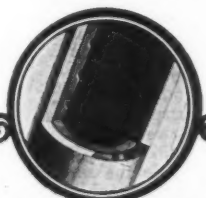


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of Yachts built by the
Defoe Boat & Motor Wks.
was equipped with —*

Goodrich

Cutless Rubber Bearings

for Stern Tubes and Struts



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Com. Alex. I. McLeod, Detroit
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Montgomery Whaling, Detroit
Bo-Peep II, 55' houseboat cruiser owned by I. M. Kirlin, Detroit

The "Sylvia" was designed by John H. Wells,
Inc., Naval Architects, New York, and all the
others by Hacker & Formann, Inc., of Detroit.

Goodrich "Cutless" (rubber surface) Bearings are
lubricated entirely by water, and the inner shell
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fewer bearing replacements and a lowering in dry
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At the same time the added cushion for the shaft
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practically eliminated.

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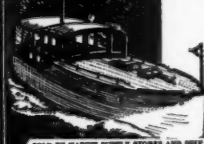
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The FORD Powered Motor Boat

The boating enthusiast who wants a high-grade but inexpensive runabout, one that is built soundly by skilled craftsmen, will find the MARINOBILE is just the kind of boat he wants. Powered with a fully marine converted Ford motor, it gives you the same advantages of economical operation and low upkeep that the world's most popular car gives on land.

Two Models—16'9", Painted White - - - \$995.00
18' Mahogany finished all over, including cockpit \$1250.00
f. o. b. Kearny, N. J.

T. J. BULGER

SHOWROOM and SERVICE STATION:
470 PASSAIC AVENUE KEARNY, N. J.

Reconditioning a Submerged Engine

(Continued from page 42)

a door bell and a dry cell but this test will not be evidence that the high tension current will not short circuit through the damp windings. The only safe method is to bake the parts.

Wipe off all the moisture that you can and then place the magneto, in its normal position, in a cooking oven the heat of which has been regulated so that the back of the hand can be held against the magneto at any time, this is about 120 degrees Fahrenheit, and do not allow the temperature to rise about this point. Continue the baking for at least an hour, two will be better, when all the moisture should be driven off. The heat of baking will cause the oil and grease to run over adjacent parts, so remove the breaker and distributor cover for cleaning. Do not neglect to supply new lubricant as advised by the manufacturer and wipe off all greasy surfaces before putting the magneto in service. If the magneto is very cold, it will be advisable to raise the temperature very slowly to avoid sweating.

Should an oven not be available, the magneto may be supported in its normal position over a small flame, exercising the same care as to temperature as before. Another method is to force warm air through and around the windings, keeping the magneto in a warm dry room for several days will also dry out all the moisture.

When the magneto is removed from the engine, care must be exercised to mark down the position of the armature in reference to the timing of the engine and it must be replaced in exactly the same relation to the firing order. When dry, a light sanding with No. 00 sandpaper will restore the surface of the commutator or other collecting or distributing parts. Never use emery paper or emery cloth on any part of the machine. The emery is too sharp, and should it lodge, it will continue to cut, causing unnecessary damage. After dressing off the commutator, clean out the spaces between the segments of a generator or starter with the point of a knife, being careful to not scratch the surface upon which the brushes bear.

On reassembling, carefully inspect the wiring, and if any damaged or oil soaked spots are found renew the wire. Wire is cheap, so why not rewire completely and avoid any possible chance of trouble from this source.

A damp proof insulating varnish for electrical windings may be made by mixing shellac gum, four parts; sandarac, two parts; linoleic acid, two parts; and alcohol, fifteen parts, apply hot and let dry before using. Molten paraffine may also be used for the same purpose. Heat the paraffine to just above the melting point and immerse the windings in the paraffine for an hour. Then remove parts and allow all superfluous wax to drain off, and when cool carefully remove all wax from the bearing surfaces and contact surfaces.

Most magnetos, generators and starters, and coils of recent manufacture are treated in their windings with a waterproofing compound and it is practically impossible for water to penetrate, even when the parts are submerged.

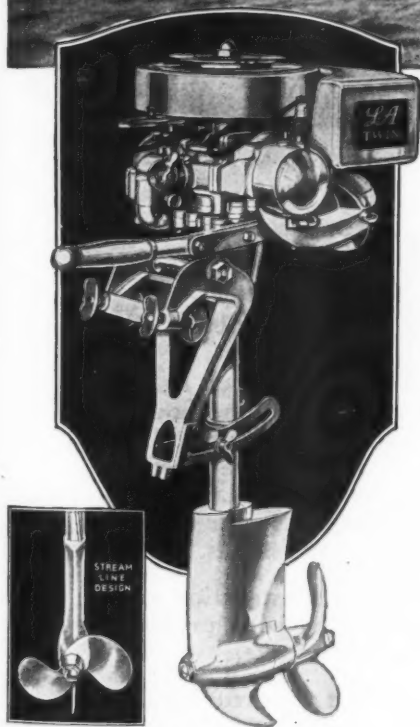
An engine that has been long submerged in either salt or fresh water should be completely disassembled and cleaned and overhauled. Due to the corroding action of salt water some parts may have to be renewed. Rusted parts may be polished with sandpaper or pumice. Fine emery cloth or valve grinding compound will do the same work but it is imperative that all traces of the abrasive be removed by washing with gasoline or kerosene.

W. B. M., Newburgh, N. Y.

Bessemers Diesels Are Popular

A large number of the latest Bessemer Diesel marine engines have been completed recently, and shipped to various boat yards for installation in new vessels building. Two 800 h.p. machines have been shipped to Lawleys at Boston, to be installed in J. L. Livermore's new yacht Athero II, designed by Henry J. Gielow, Inc., and which was recently launched. These engines, not including the compressors, weigh 99,000 pounds. Another pair of these went to Todd's Shipyards at Brooklyn, for the D. P. Davis yacht, also designed by Henry J. Gielow, Inc., and together with these went smaller Bessemer Diesel engines of 50 h.p., driving 40 k.w. generators. All of the main engines are direct reversible, with overhead camshaft and built-in compressors. The compressors on the 800 h.p. engines are three single stage compressors operated by an air clutch. Reversing is accomplished by means of air-hydraulic rams and all operation on both the 800 h.p. and the 420 h.p. engines are of the one level control type. Being solid injection Diesel engines, the compressors are only used for furnishing air for reversing and for starting.

New This Year!



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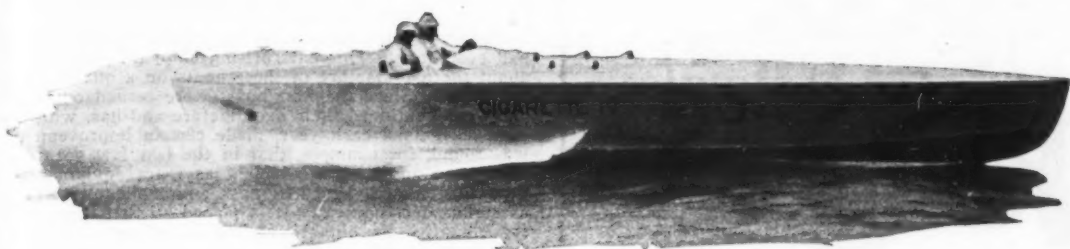
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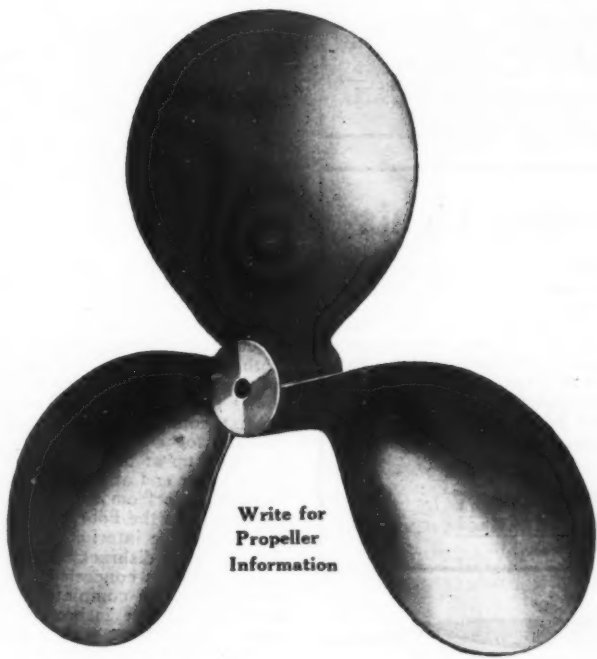


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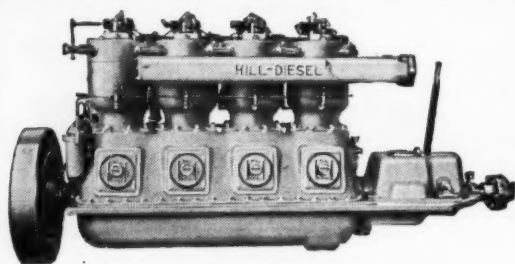
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International's New 32

(Continued from page 40)

American motor boat enthusiasts in a way that no other boat had ever done. This enterprising shipyard immediately set about the manufacture of these boats on a quantity production basis. Since the first boats were turned out the company has continued their manufacture and has, with the experience gained each year, made certain improvements. It was found, for example, that in the last few years owners have been adding a windshield as extra equipment. This year the builders added a glass and mahogany windshield as standard equipment. It is placed so that there is ample space abaft it for binnacle and to spread out a chart.

The standard finish of the boat is white, with white enamel below decks, enough mahogany being used to give a little color. The boat is sold with complete outfit so that she is ready for use and can leave her builders' yard as soon as she has taken on fuel, water and food.

The International Thirty-Two is a cruiser that is a big, husky boat for her inches, a good sea boat and one that maneuvers with unusual facility. Her power plant gives her a fair turn of speed and is extremely quiet in operation. Recently, trials of one of the latest of the class were conducted in the Hudson, near Englewood, N. J., and the photographs illustrating this article were taken then. They show the boat as she is, a sensible cruiser for the owner of moderate means, not a cheap boat, though her price is low, but one that furnishes the maximum of cruising accommodation in a length of 32 feet.

She was designed to be easy to build, so that the transom, for instance, was made square across, and her frames all have an easy bend. She was given plenty of flare above the water line forward to make her dry, and aft the tumble-home at the sides adds to her yachtlike appearance. In profile the stem is fairly straight and is carried down below the water into quite a forefoot. This was done to check the drift of the bow to leeward in a strong breeze, and in addition it allows carrying out the waterlines forward to give a clean entrance. Deadrise is liberal, and the boat performs remarkably well in a seaway, and it must be remembered that men are not supposed to go to sea in a 32 footer.

The arrangement of the boat is more or less conventional. There was no attempt to cut her quarters up into a lot of little cubbyholes with the intent to obtain privacy. Such little kennels cannot be ventilated, and privacy in a boat of her size is not to be expected. As the designer said, "anybody who desires privacy should not go cruising in a 32 footer."

The fresh water tank is carried in the eyes of the boat, with the chain locker above it. A bulkhead, which acts as a collision bulkhead, encloses this compartment, and access to the chain locker is through a deckplate. Next comes a toilet, with shelves on each side, abaft which is a full length clothes closet, so that one's shore clothes may be hung up full length and not be a mass of wrinkles when the owner wants to attend a dance ashore.

Next comes the main cabin with a transom berth each side and lockers under. The cushioned back of the transom is swung up at night to form an upper berth on each side. At the after end of these berths is a partial bulkhead separating the cabin from the galley. This bulkhead is only some 3½ feet from the floor, so that there is a feeling of spaciousness about the interior. On the port side is an icebox and dresser, with dishracks and cupboards outboard. The two burner stove is concealed when not in use by a hinged top which covers it completely, and next to it is the sink and drainboard. The icebox is filled through a hatch in the cockpit and a door with a glass panel gives a flood of light to the galley and permits of easy service of meals in the cockpit. It also serves to keep the cook in touch with the rest of the gang in the cockpit while preparing meals.

The companionway is on the starboard side, with an oil-skin locker and a big dresser, also a smaller locker, forward of it. The cockpit is 11 feet 4 inches long and is a clear space except for the cushioned seat with a lazyback which is fitted across its after end. This gives ample room for chairs in the daytime, or for a couple of cots at night if more than four people are cruising together. There is a short after deck with a big lazarette under it, reached through a flush hatch.

The power plant, one of the new six cylinder Model 252 Continental Van Blerck motors, driving a 22x16 propeller at 1,000 r.p.m., is installed under the cockpit. Swinging hatches open up and give plenty of room to get around the motor. The motor is so low and compact that the hatches are flush and there is no box in the center of the cockpit. Two 30 gallon gasoline tanks are fitted outboard on each side.

The *Jolie Brise* sailed south from Falmouth, England, to the tropics, crossed the Atlantic, and climbed the coast to Larchmont—a journey of 5,803 miles—to enter the Bermuda race.

Anent this passage, Weston Martyr writes, in *Yachting*:

"In the matter of pumps, I do not know why we troubled to carry any. Briggs poured four buckets of water into the bilge before we started, 'To keep them sweet,' he said. Since then I have watched him sponge out three buckets full and the bilge is as dry as a bone. It seems, therefore, that this ship leaks *outwards*. In spite of this we installed for the voyage an enormous deep-sea affair with which it is possible to pump out 'several tons per minute.' This was put in 'in case we hit something'."



"In case we hit something"

The *Jolie Brise*—the ship that leaked *outwards*—was properly equipped with a pump: "An enormous deep-sea affair with which it is possible to pump out several tons per minute."

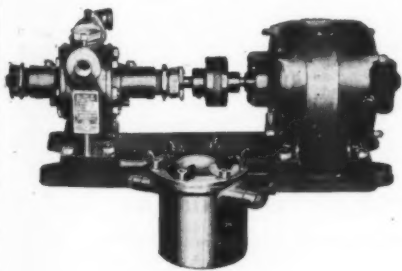
But big capacity does not always demand big size. And big pumps require a great deal of power to operate. AMF pumps are small, because they are high speed pumps, direct-connected to engine or motor. They operate smoothly, without noise or vibration. The positive action and high speed results in a small pump with high capacity.

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MOTOR BOATING PRACTICAL HAND-BOOKS

Every motor boatman has long felt the need for a really complete and comprehensive library devoted to his favorite pastime—motor boating. One of the obstacles to the accomplishment of this important work was the difficulty in finding any one writer who could cover the field in its entirety. In presenting the new series of practical hand-books, MoToR BoatinG believes that the problem has been solved at last. These books are edited by Charles F. Chapman, M. E., the editor of MoToR BoatinG, and they are the results of months of untiring effort on his part, together with the best of thousands of suggestions sent to him by motor boatmen themselves. The list of the contents given below will give you some idea of the vast amount of ground covered by these volumes.

Practical Motor Boats and Their Equipment

Volume 1.—The first volume tells you what the ideal boat for various kinds of service should be and what to look for in buying a boat. Many suggestions about decoration and hints on all kinds of equipment. All about steering gears, wireless outfit, electrical attachments, etc. Glance over the list of contents appended herewith: Hulls, Ballast and Seaworthiness; Round Bottom vs. Sharp Bilge; What Are the Advantages of Flare; Raised Deck vs. Trunk Cabin; Best Proportion of Beam to Length; Selecting a New Design; The Advantage of Bilge Keels; Open or Solid Deadwood? What Makes a Hull Seaworthy? The \$1,000 Cruiser; Buying a Second-Hand Boat; Types of Bows and Sterns; Exterior Arrangement of Cruisers; The Best Cabin Arrangement; Finishing Up the Cabin; Changes in Interior Arrangement; Interior Arrangement for Open Boat; Propeller-Rudder Arrangements; Best Position for the Rudder; Advantages of the Outboard Rudder; Different Steering Positions; Steering Equipment for Motor Boats; Steering Gear for the Cruiser; The Steering Gear for a Runabout; Steering the Boat from the Side; The Electrical Equipment; Making and Wiring a Switchboard; Electric Lighting on a Motor Boat; The Inexpensive Lighting Outfit; Wiring the Small Cruiser; The Storage Battery; The Dynamo Cut-Out; Wireless for a Small Cruiser; Tender for a Thirty-foot Cruiser; Building a Folding Dinghy; Installing the Boat Boom; What Is the Best Galley Arrangement; Ventilating the Galley; The Galley Stove and Its Installation; Making a Fireless Cooker; a Portable Cook Box; Running Water for the Cruiser; How to Build a Portable Table; A Table for the Open Boat.

Practical Things Motor Boatmen Should Know

Volume 2.—Navigation is one of the important subjects covered in volume three of the series. Tells you how to steer, how to increase the factor of safety, and a host of other things relative to the proper running of your boat. The chart and compass are both fully explained in a clear and comprehensive manner. The list of contents will tell you more about it: Advice for the Beginner, Lessons Learned from Experience; Good Things to Know; Increasing the Factor of Safety; Which Way Should the Boat Steer? Why a Boat Steers Badly; Why Do Boats Squat? Figuring the Boat's Speed; Ballasting the Cruiser; Getting Off Bottom; To Ride Out a Storm in a Motor Boat; The Why and How of Storm Oil; Preventing Fire; Handling Ground Tackle; Government Charts; Stowing the Anchor on a Cruiser; Diminishing Deviation; Preventing Electrolysis; Stowing and Using Charts; How to Make a Chart Case; Keeping a Motor Boat's Log; How to Make a Sextant; Tides and Tidal Waters; Taking Her Through the Canals; The Best All Round Dinghy; Towing the Tender; Handling the Dory in a Seaway; Getting the Tender Aboard; Planning for a Cruise; Equipping for a Cruise; Equipment for Offshore Cruising; Novel Events for Regatta Day; Handicapping; The Object of a Handicap Race; Laying Off a Race Course; Measuring the Length of a Race Course; Preparing a Boat's Bottom for a Race; How to Build a Turning Buoy; Starting Boats in a Race; Stowing the Signal Flags; Fitting a Gun Mount; A Fish Box for Your Cruiser; A Cabin Wall Rack.

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Volume 4.—All about the marine motor; what it should and should not be. Tells why the automobile engine is unsuccessful in marine work. The best location for your engine; the ideal engine bed, the fuel tank, exhaust and countless other suggestions that will enable you to get the best results from your power plant. List of contents: Purchasing a Marine Motor; How Many Cylinders? Power Per Cylinder; High Speed vs. Heavy Duty; Long Stroke vs. Short Stroke; Correct Motor Design; Change in One's Power Plant; The Things That Cause Vibration; The Automobile Engine for a Boat; The Best Position for the Motor; The Ideal Engine Compartment; Placing the Engine in the Hull; Installing a Motor in a Canoe; Installing Power in a Yawl; Converting "Banker" to Power Engine Installation in a Hydroplane; Putting Power in the Rowboat; Limits of Shaft Inclination; Constructing the Engine Bed; Getting the Motor Aboard; Lining Up the Propeller Shaft; The Best Exhaust; Mufflers vs. Under-Water Exhausts; Installing an Under-Water Exhaust; Primary Batteries for Ignition; Keeping the Ignition System Dry; Installing a High-Tension Magneto; From Make and Break to Jump Spark; Installing the Gasoline Tanks; Taking Care of Extra Gasoline; Spark and Throttle Controls; Constructing a Rear Starter; Propeller for Engine and Hull; Installing a Universal Joint; Gearing Motor to Propeller Shaft; The Automobile Throttle; Harnessing the Main Engine; Rebabbitting a Worn Bearing; Should Fuel Line Be Inside or Outside?

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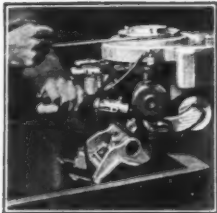
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Advertising Index will be found on page 164

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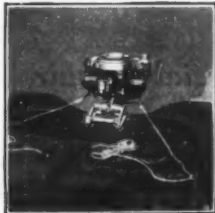
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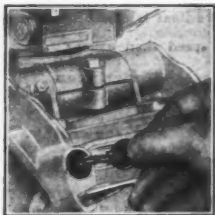
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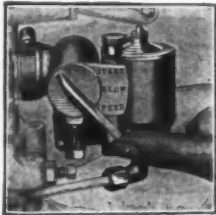
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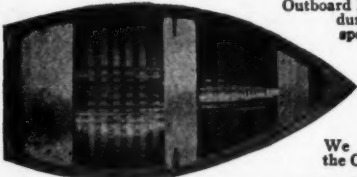


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Cigarette IV Wins President's Trophy

(Continued from page 16)

powerful boats of the Sweepstakes and Dodge Trophy class.

Entered in the President's Cup Class besides Greenwich Folly, there were several other Gold Cup boats, including Solar Plexus, Nuisance, Palm Beach Days and Sara-de-Sota. These five Gold Cup boats had a race by themselves, with Greenwich Folly leading in each of the three heats. Horace, the new Wright powered Sweepstakes Class boat owned by Hugh E. Dillman finished third in the first and second heats and after Miss Syndicate had withdrawn in the third heat, she went up into second place. Solar Plexus driven by William Horn finished close astern of Greenwich Folly and not far astern, were Palm Beach Days and Sara de Sota.

The race for the Secretary of the Navy Cup consisted of one heat of 24 miles. This race was won easily by Miss Okochobee driven by Mrs. W. J. Connors. Horace, driven by Commodore Erickson finished in second place and Greenwich Folly was third. Curtis-Wilgold III entered by Roy Keyes of Buffalo did not finish.

For the Junior President's Cup, both of the Lady Helens were entered, together with four of the Biscayne Babies. Lady Helen II proved the fastest by far and romped home the winner showing an average speed of 41.4 miles per hour. Following Lady Helen II three of the Biscayne Babies finished and then came Lady Helen I, followed by Biscayne Baby No. 23.

In the race for the Biscayne Baby Class, which consisted of three heats of six miles each, Paul Prigg driving his number 20, as usual, finished well in the lead in each of the three heats. Commander Gamble's number 00 finished in second place. Number 13 took third in the first heat but did not start in the other heats, third place going, therefore, to number 15 and fourth place to Charles Pease, who drove his number 23.

Competition was close and interesting in the race for the 151 inch hydroplanes. Spitfire VI owned by William Rand of Buffalo finished first in the first heat and his other boat Spitfire V was second in the first heat, followed by Miss Westchester II, Miss Washington, Miss Baltimore, La Palina and Baby Star in the order given. In the second heat Spitfire VI won also but Miss Westchester took second place, Miss Washington third, La Palina fourth and Baby Star fifth. Spitfire VI encountered trouble in the third heat and did not finish. First place, therefore, went to Miss Westchester with Spitfire V in second place. Miss Washington finished third and Baby Peerless fourth, La Palina fifth and Baby Star sixth.

In the race for the unlimited hydroplanes, Miss America V, owned and driven by Commodore Gar Wood again demonstrated that she was unbeatable. This boat averaged the 24 mile race in 22 minutes, 16.6 seconds which is at the rate of 64.67 miles an hour. Miss America IV driven by George Wood was only a fifth of a second astern at the finish line Yanke Doodle, driven by H. A. Johnson of New York completed one lap of the course in second place but was obliged to withdraw soon after due to a broken connecting rod. Excelsior-France did not start in any of the races at Washington.

A complete summary of results will be found on pages 140 and 144.

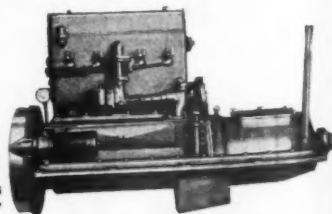
(Continued on page 140)

FRISBIE VALVE-IN-HEAD MOTOR

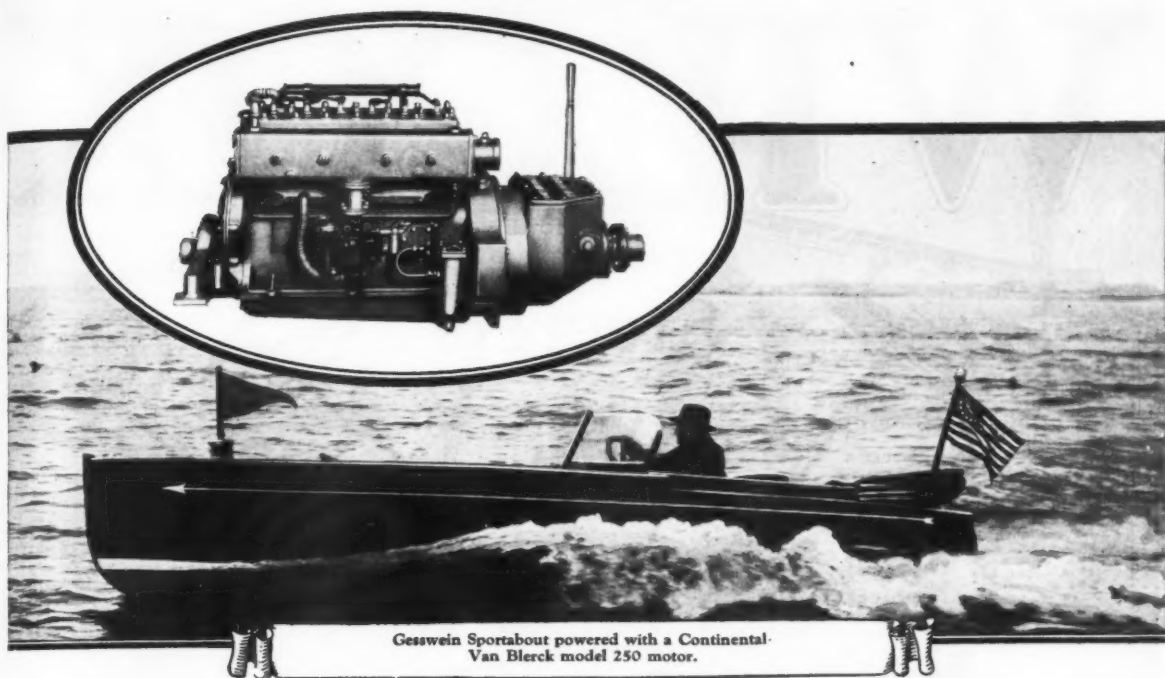
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18 to 40
Horse Power
600 to 500
R. P. M.
Bore 4"
Stroke 5"
251 cu. in.
Displacement

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FRISBIE MOTOR COMPANY
7 COLLEGE STREET MIDDLETOWN, CONN.



Gesswein Sportabout powered with a Continental-Van Blerck model 250 motor.

Model 250 — 6 Cylinder

Bore 2 3/4"
Stroke 4 1/4"

Displacement 169.28 cu. in.

Model 251 — 6 Cylinder

Bore 3 1/8"
Stroke 4 1/4"

Displacement 195 cu. in.

Model 252 — 6 Cylinder

Bore 3 3/4"
Stroke 5"

Displacement 331 cu. in.

Model 253 — 6 Cylinder

Bore 4 1/8"
Stroke 5 1/4"

Displacement 421 cu. in.

The engineering and production facilities of Continental-Van Blerck are available to all manufacturers who may desire an unexcelled marine power plant and a dependable source of supply.

What Continental-Van Blerck Means to Marine Engineering

Continental-Van Blerck engineering brings to the manufacture of marine engines the most complete array of ability and the most convincing record of accomplishment ever identified with the production of gasoline engines for marine use.

For twenty-five years, the Continental Motors Corporation has been the leader in the exclusive manufacture of gasoline engines. And likewise, Joseph Van Blerck, Inc., has enjoyed a corresponding leadership in the specialized field of marine engineering.

Due to these years of specialization, the Continental-Van Blerck marine motor possesses those rare qualities borne of so unusual a combination of experience, resources and facilities.

JOSEPH VAN BLERCK, INC.

Factory: Plainfield, N. J.

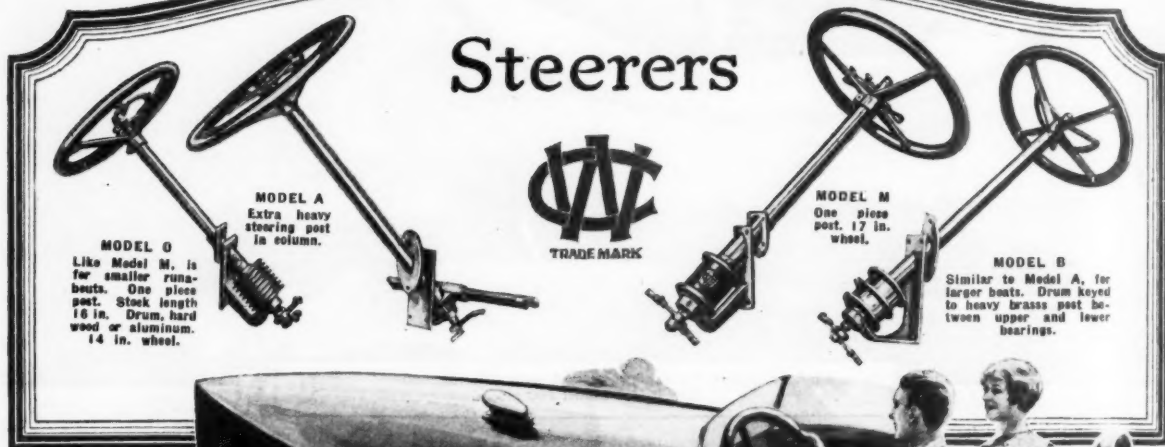
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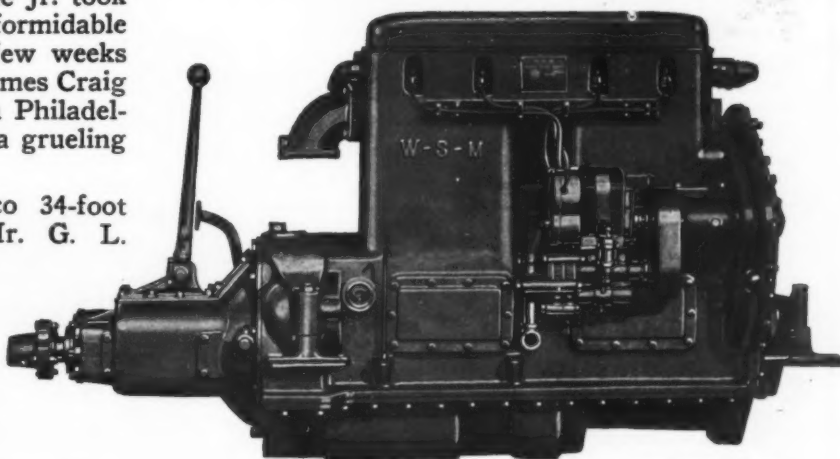
W-S-M Wins!



RENE JR., powered with a W-S-M 60 H.P. marine engine and owned by Mr. L. M. Simmons of the New York Athletic Club, is the victor of two of the most important cruiser races held this year. In the annual Tamaqua Ocean Race, a forty mile contest in open sea, Rene Jr. took first honors against a formidable fleet of entries, and a few weeks later this boat won the James Craig Trophy in the race from Philadelphia to New York over a grueling course.

Sea Dream II, an Elco 34-foot Cruisette owned by Mr. G. L. Lerner and powered with a W-S-M engine, took second place in the Tamaqua Ocean Race.

The consistency of W-S-M power and stamina is demonstrated every day in boats of all types in all kinds of service, — pleasure, commercial and fishing. Write today for the latest W-S-M catalog.



HIGH SPEED
48 to 60 H. P.
1,000 to 1,400 R.P.M.
Weight, 1,350 lbs.

MEDIUM DUTY
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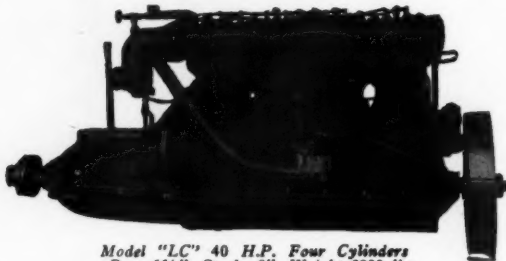
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Model "LC" 40 H.P. Four Cylinders
Bore 6 1/4", Stroke 8", Weight 2800 lbs.

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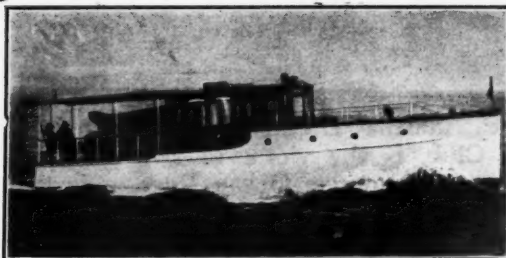
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Also, ask about **REGALITE**, a 1/4 K.W. air-cooled electric lighting plant for boats, homes and isolated buildings.

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Rochester Enclosed Bridge 45-Foot Cruiser

Standardized cruisers, 33, 36, 40, 45, 50, 55 and 62 feet, and runabouts 24, 28 and 30 feet in length. Special or custom jobs any size or type up to 150 feet in length.

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BRASS YACHT BINNACLE

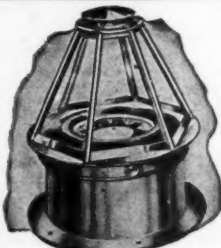
Octagonal and Hexagonal Skylight Shelf Binnacle, with central electric cap and spare oil lamp and holder; conical brass hood for night; brass cylinder with base flange to fit on shelf. Can be fitted for underlight.

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Cigarette IV Wins President's Trophy

(Continued from page 136)

President's Cup Regatta, Washington, D. C.
September 17 and 18, 1925

President's Cup, Three Heats, 15 Miles Each
First Heat

Boat	Owner	Elapsed Time	Speed M.P.H.
Cigarette IV	L. G. Hamersley	16:25.4	54.75
Miss Syndicate	Dodge Bros. Dealers Assn.	16:53.6	53.25
Greenwich Folly	G. H. Townsend	17:42.2	50.80
Horace	H. E. Dodge	18:21.6	49.00
Solar Plexus	H. E. Dodge	18:37.8	48.30
Palm Beach Days	Wagg & Bigelow	18:58.4	47.50
Nuisance	Mrs. D. D. Cromwell	19:46.4	45.50
Sara de Sota	F. Adair, Jr.	D.N.F.	
Special Chance	C. E. Chance		

Second Heat

Cigarette IV	L. G. Hamersley	16:18.4	55.20
Miss Syndicate	Dodge Bros. Dealers Assn.	16:54.8	53.20
Horace	H. E. Dodge	17:26.6	51.50
Greenwich Folly	G. H. Townsend	17:39.0	51.00
Solar Plexus	H. E. Dodge	18:38.8	48.25
Palm Beach Days	Wagg & Bigelow	18:59.0	47.40
Nuisance	F. Adair, Jr.	19:02.4	47.25
Sara de Sota	Mrs. D. D. Cromwell	20:59.6	42.80
Special Chance	C. E. Chance	21:41.8	41.50

Third Heat

Cigarette IV	L. G. Hamersley	17:02.6	52.70
Horace	H. E. Dodge	17:24.0	51.70
Greenwich Folly	G. H. Townsend	17:53.8	50.30
Solar Plexus	H. E. Dodge	18:32.0	48.50
Palm Beach Days	Wagg & Bigelow	18:41.6	48.10
Sara de Sota	F. Adair, Jr.	18:49.0	47.90
Nuisance	Mrs. D. D. Cromwell	20:25.6	44.10
Special Chance	C. E. Chance	21:20.2	42.20
Miss Syndicate	Dodge Bros. Dealers Assn.	D.N.F.	

Secretary of the Navy Cup—1 Heat, 24 Miles

Boat	Owner	Elapsed Time	Speed M.P.H.
Miss Okechobee	W. J. Connors	27:22.8	45.30
Horace	Mrs. H. B. Delinan	27:51.2	44.50
Greenwich Folly	G. H. Townsend	28:19.6	43.80
Curtiss-Wilgold III	Roy Keyes	D.N.F.	

Junior President's Cup—1 Heat, 9 Miles

Boat	Owner	Elapsed Time	Speed M.P.H.
Lady Helen II	Aaron de Roy	13:04.0	41.4
Biscayne Baby 20	Miami Y. R. A.	13:22.6	40.4
Biscayne Baby 15	Miami Y. R. A.	13:37.2	39.7
Biscayne Baby 00	Miami Y. R. A.	13:49.8	39.1
Lady Helen	Aaron de Roy	14:00.0	38.6
Biscayne Baby 23	Miami Y. R. A.	14:52.4	36.1

Chesapeake-Potomac Section Free for All—1 Heat, 9 Miles

Boat	Owner	Elapsed Time	Speed M.P.H.
Gray Bat III	J. E. Battenfield	15:53.0	34.0
Palm Beach Days	Wagg & Bigelow	15:52.8	34.0
Miss Lizzie	J. W. Orme	18:11.6	29.7

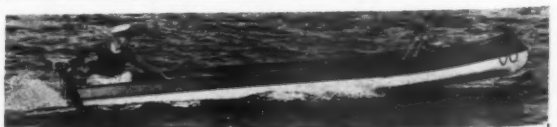
Special Ladies' Match—1 Heat, 6 Miles

Boat	Driver	Elapsed Time	Speed M.P.H.
Miss Okechobee	Mrs. W. J. Connors, Sr.	6:47.4	53.2
Miss Syndicate	Mrs. D. D. Cromwell	6:52.8	52.3

151 Class—3 Heats, 6 Miles Each
First Heat

Boat	Owner	Elapsed Time	Speed M.P.H.
Miss Spitfire VI	J. H. Rand, Jr.	8:38.8	41.6
Miss Spitfire V	J. H. Rand, Jr.	9:03.6	39.7
Miss Westchester II	E. W. Hammond	9:38.0	37.4
Miss Washington	J. C. Beard	10:04.6	35.7
Lady Baltimore II	A. R. Gross	11:05.6	32.4
La Palina	A. C. Davis	12:06.4	29.8
Baby Star	J. C. Riley	12:35.6	28.6

(Continued on page 144)



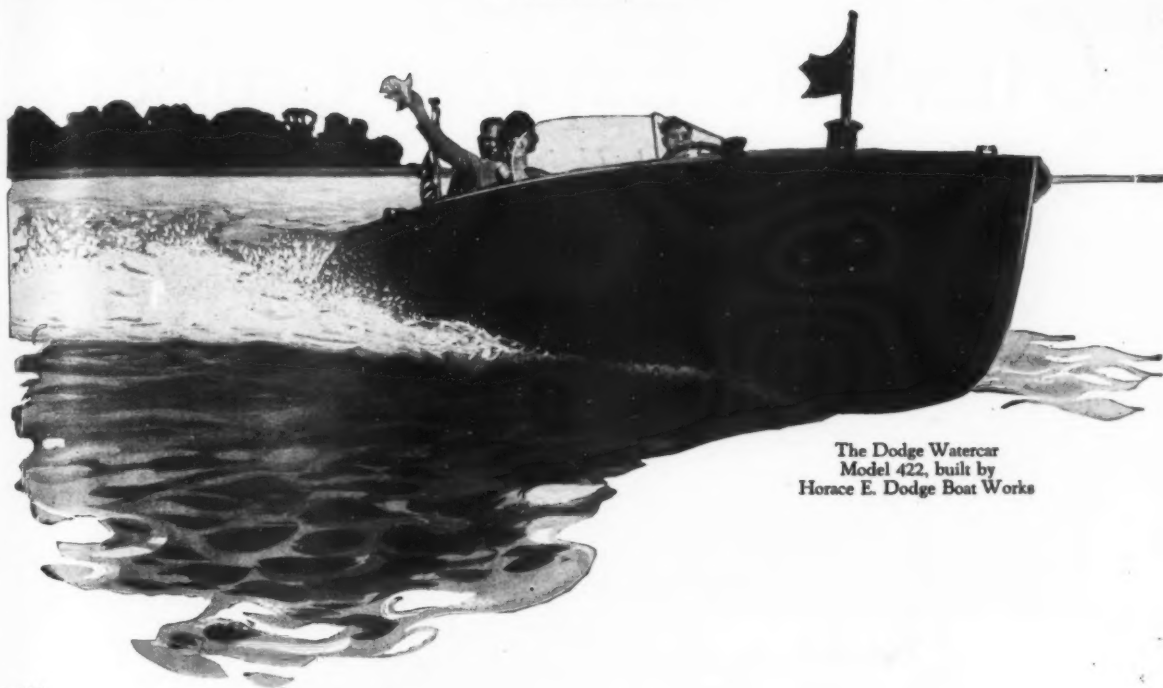
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Model 422, built by
Horace E. Dodge Boat Works

Let motor-boat joy be unconfined

Complete delight in your power boat is only possible when you have confidence in your craft from prow to propeller.

Tobin Bronze, manufactured solely by The American Brass Company, is universally recognized as the most satisfactory metal for shafting and underwater parts. That is why it is used by practically every builder of motor-boats in the United States.

Tobin Bronze is tough and durable, and provides remarkable resistance to corrosion. It is furnished in sheets, rods, tubing and specially straightened shafting with "Tobin Bronze" rolled in the metal.

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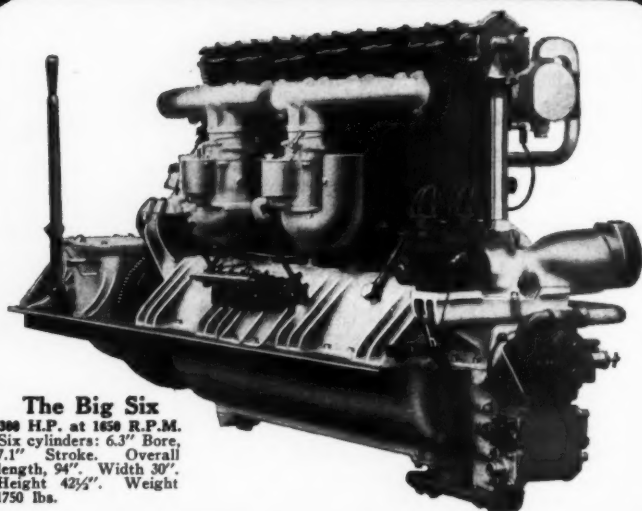
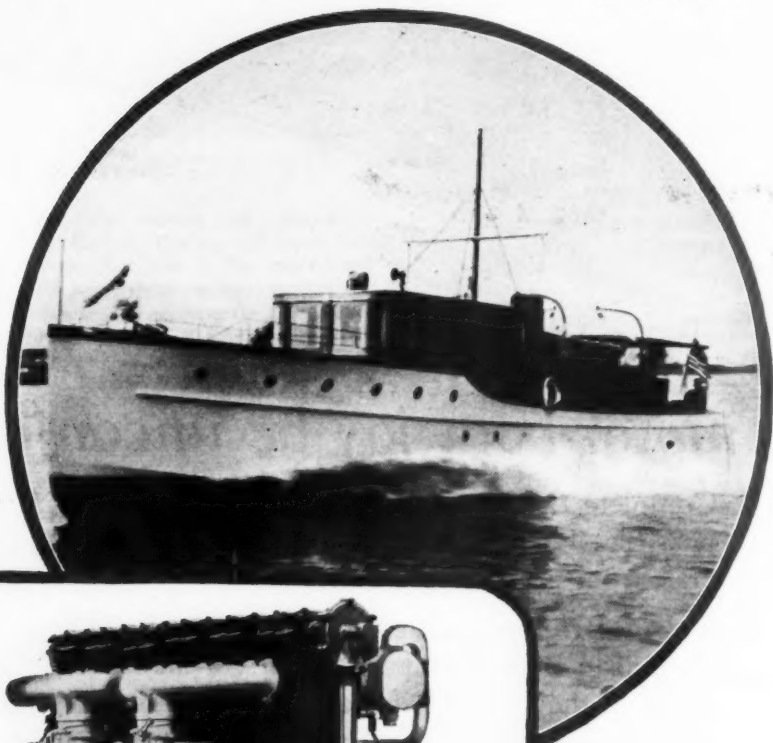
TOBIN BRONZE

REGISTERED U.S. PATENT OFFICE

Exclusively An Anaconda Product

Charlotte Express Cruiser

Powered With Two
DETROIT MARINE BIG SIXES
(Fiat type)



The Big Six
300 H.P. at 1650 R.P.M.
Six cylinders: 6.3" Bore,
7.1" Stroke. Overall
length, 94". Width 30".
Height 42½". Weight
1750 lbs.

CHARLOTTE is a 65-ft. express cruiser designed by Hacker & Fermann and built by the Defoe Boat & Motor Works for Mr. J. J. Barlum, of Detroit. Her two 300 H.P. Detroit Marine Big Sixes give her dependable power and maximum speed besides an enduring power plant.

For high speed runabouts and express cruisers the Detroit Marine Big Six not only gives excellent and economical service but has a wide range of flexibility and is unusually free from vibration.

Write for descriptive literature.

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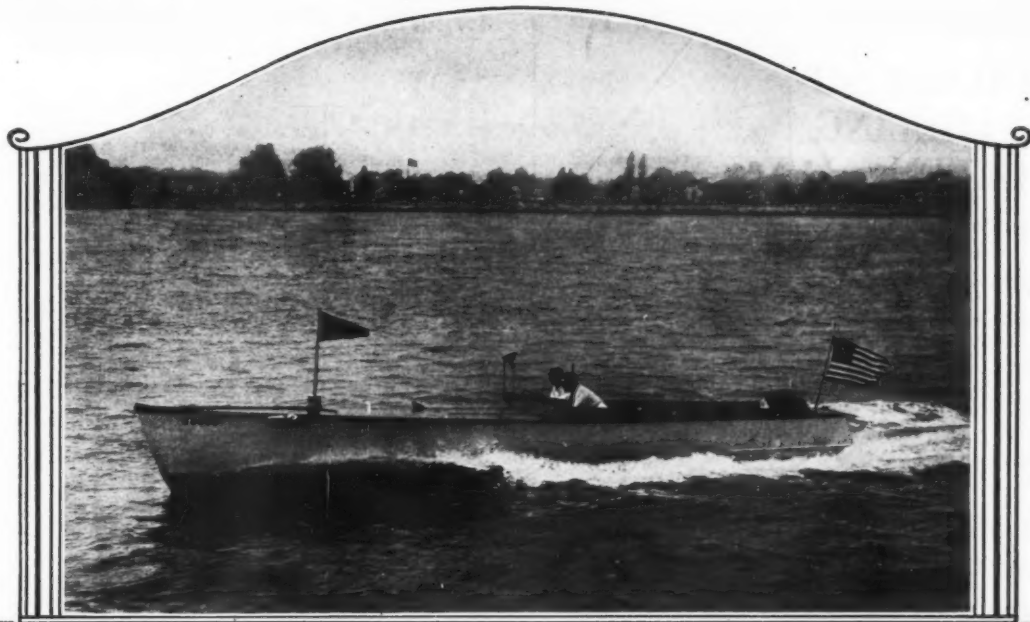
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Advertising Index will be found on page 164



Chance Tomboy

32' Runabout

WHEREVER boatmen gather—whenever boats are a topic of discussion—the name of the CHANCE TOMBOY is always prominent.

This trim, graceful 32-foot runabout is one of the most popular boats on the water today. Made of the best of materials, thoroughly modern in every detail,—this craft will give you many years of delightful and economical service. Staunch and seaworthy. A 14-foot

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Of interest to boatmen everywhere is our announcement that we will have available in the near future, an all mahogany plank, standard-equipped, V-bottom, 26-foot runabout, capable of a speed of 40 miles an hour.

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ANNAPOLIS, MD.

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MARBLEHEAD ANTI-FOULING GREEN

Used by John G. Alden
on the
MALABAR VII

"It gives wonderful results"
—JOHN G. ALDEN



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Winner of the Bermuda Race

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Advertising Index will be found on page 164

Cigarette IV Wins President's Trophy

(Continued from page 140)

Second Heat			
Miss Spitfire VI	J. H. Rand, Jr.	8:34.2	42.0
Miss Westchester II	E. W. Hammond	8:58.4	40.1
Miss Washington	J. C. Beard	9:56.2	36.3
La Palina	A. C. Davis	11:53.4	30.3
Baby Star	J. C. Riley	12:39.6	28.4
Miss Spitfire V	J. H. Rand, Jr.	D.N.F.	

Third Heat			
Miss Westchester II	E. W. Hammond	8:58.0	40.1
Miss Spitfire V	J. H. Rand, Jr.	9:15.6	38.9
Miss Washington	J. C. Beard	10:01.6	35.9
Baby Peerless	E. L. Grimm	11:09.8	32.3
La Palina	A. C. Davis	12:12.4	28.3
Baby Star	J. C. Riley	12:29.8	28.9
Miss Spitfire VI	J. H. Rand, Jr.	D.N.F.	

Potomac River Championship—1 Heat, 15 Miles			
Boat	Owner	Elapsed Time	Speed M.P.H.
Horace	Mrs. H. B. Dilman	17:35.8	51.1
Miss Okechobee	W. J. Connors	17:42.4	50.8
Flapper Girl	F. Nitingale	D.N.F.	

Biscayne Baby Class—3 Heats, 6 Miles each			
First Heat			
Number	Elapsed Time	Speed M.P.H.	
20	9:06.6	36.5	
00	9:13.2	39.0	
13	9:28.4	37.9	
15	9:34.0	37.6	
23	9:41.6	37.2	

Second Heat			
20	8:55.0	40.3	
00	9:02.2	39.9	
15	9:15.0	38.9	
23	9:47.8	36.7	
Third Heat			
20	8:54.0	40.4	
15	9:08.2	39.4	
00	9:17.2	38.8	
23	9:51.6	36.5	

International Unlimited Hydroplanes—1 Heat, 24 Miles			
Boat	Owner	Elapsed Time	Speed M.P.H.
Miss America V	Gar Wood, Jr.	22:15.6	64.6
Miss America IV	Gar Wood	22:15.8	64.6
Yankee Doodle	H. A. Johnson	D.N.F.	

Art Utz Handles Chris-Craft Sales in New York

(Continued from page 39)

directing the sales and service of Chris Craft.

Fifteen years ago, Arthur Utz made his debut in the marine field. His first contact was with the Sterling Engine Company of Buffalo. In 1920 the Hall-Scott Motor Car Company placed him in charge of eastern sales for Hall-Scott marine motors. He spent five years with this company in which time he established an enviable reputation among boat builders and boat owners alike.

To round out his experience, he has for the past year been associated with Bruns, Kimball and Company, where he has gained an insight into the activities of marine motor distribution.

Nor have Mr. Utz's efforts been entirely commercial. He has contributed much time and sincere effort to the furtherance of motor boat racing throughout the country. Since 1915 he has attended nearly all of the large regattas in an official capacity. During this time, he has acted as Treasurer, Measurer, and is now Timer of the American Power Boat Association.

With his new connection in the sales and distribution, Mr. Utz has unusual latitude to display his ability to the utmost advantage, as the product of the famous builders of the world's fastest racing boats, is too well known and too long established to require any pioneering. It will be interesting to note the progress that will be made in the sale and distribution of Chris Craft runabouts. Every indication points to a year of boating activity in which Chris Craft will undoubtedly set a new production record that may prove a guide and a barometer for the rapidly developing field of motor boating.

New Safti Sport Boat

H. L. Brownback & Associates of New York, have produced a new little sport boat, of 16 feet in length, which is driven by an air propeller according to their well-known methods of boat propulsion. A light air cooled engine is mounted on a seamless, steel, carrier, and can be started by a hand crank from the cockpit. The hull is built according to the patented Diamond-Galvin design, and is similar to the other larger Saftiboats.

New
A-E-CO
Boat and
Sail Hoist



First in the field again with a
new Boat and Sail Hoist and
a new Self-contained Windlass!

A compact, entirely self-contained, moderately priced horizontal windlass for motorboats and a new boat and sail hoist have been added to the A-E-CO line.

These machines are made in two sizes with $1/3$ H.P. or $3/4$ H.P. motors, suitable for use with 32 or 110 volts.

They can be supplied with two gypsy heads, two wildcats or one gypsy and one wildcat.

The windlasses are especially designed for yachts of 90 feet or less, using not over $1\frac{1}{2}$ " chain and 250 lb. anchors.

American Engineering Company

2419 Aramingo Avenue

Philadelphia, Pa.

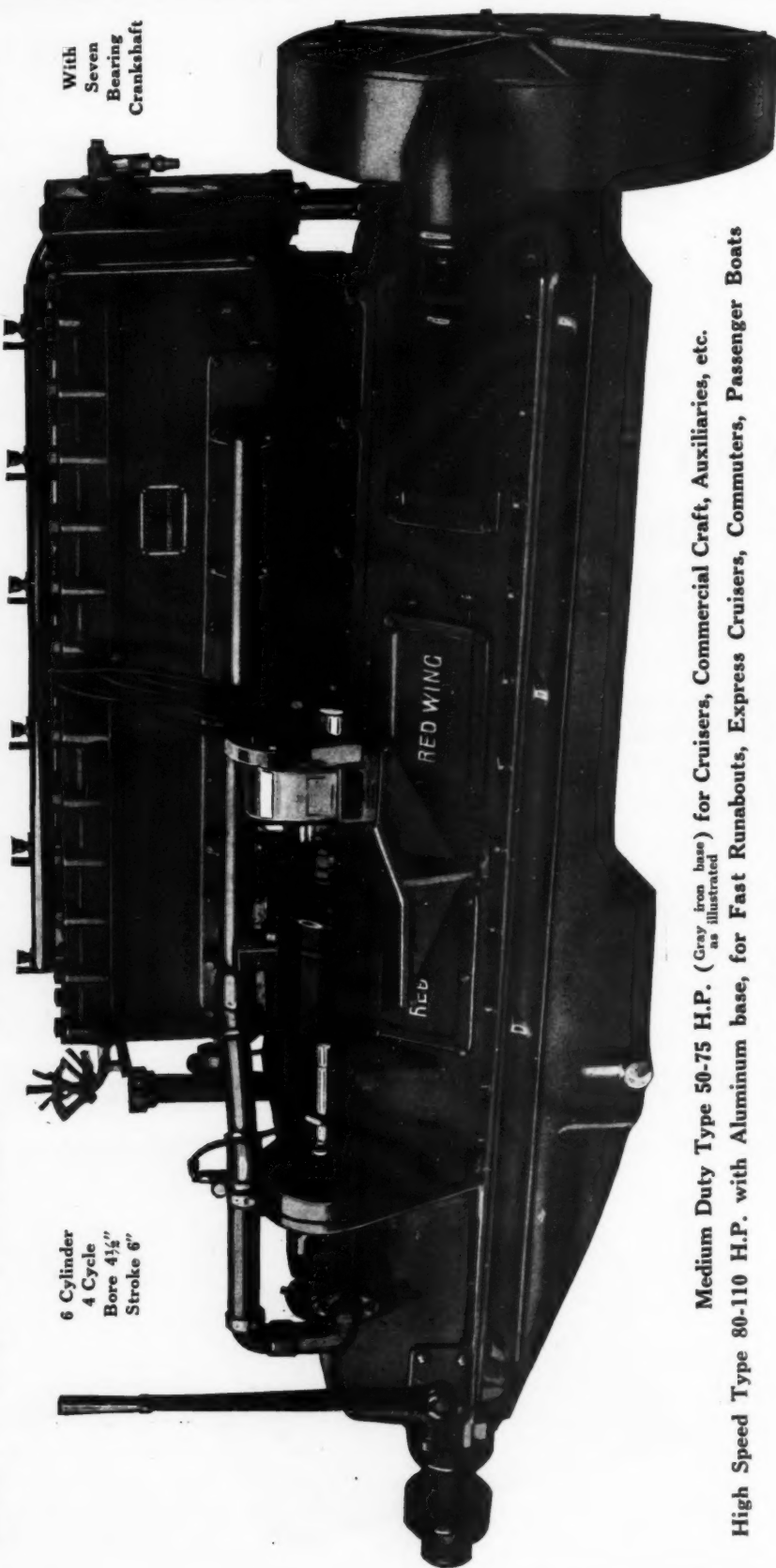
New
A-E-CO
Self-contained
Windlass



"LITTLE CHIEF" BB-SIX RED WING THOROBRED

6 Cylinder
4 Cycle
Bore 4 1/2"
Stroke 6"

With
Seven
Bearing
Crankshaft



Medium Duty Type 50-75 H.P. (Gray iron base) for Cruisers, Commercial Craft, Auxiliaries, etc.
as illustrated
High Speed Type 80-110 H.P. with Aluminum base, for Fast Runabouts, Express Cruisers, Commuters, Passenger Boats

12 Other Thorobred Sizes from 7 to 150 H. P.

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Dept. "B"

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*"Lawley
Built"*

Sixty-Eight Foot Twin Screw Express Cruiser and Standard Thirty-Eight Footer

The Lawley Twin-Screw Cruiser; 68 ft. over all, 12 ft. 6 in. beam, 3 ft. 8½ in. draft. Speed, 23 miles per hour. Delivered ready for service with following equipment: Two 6-cyl. 225 H.P. Sterling engines, Unimote 2 k.w. generating set, anchors, chain, lines, fenders, government equipment, dinghy, 12-ft. launch, oars, davits, blocks, harpoon pulpit, covers, awnings, etc.



THESE two superb boats, the Lawley Sixty-eight Foot Twin Screw Express Cruiser and the Standard Thirty-eight Footer embody in construction, finish and appointments the final word in boats of their class. They have exclusiveness and individuality that makes ownership a source of unending pride. Sixty years' experience in custom built yachts are in back of these boats and an enviable reputation that is famed far and wide in the boating world. You will appreciate the mechanical excellence, admire the smart and modern lines and praise the brilliant performance of these boats. Your order placed now will insure delivery this fall in time for the southern season.

Lawley Standard Thirty-eight Foot Cruiser

In this ideal small cruiser speed, comfort and pleasing appearance are combined with LAWLEY workmanship. It is an able, seaworthy and roomy boat, having four real berths, toilet, galley, engine room and commodious cockpit all in 38 feet. Six-cylinder Model E-6 Scripps Motor, 100 H.P. Suitable for Florida, coastwise cruising or the Great Lakes. Dimensions: 38 feet over all, 10 feet 4 inches beam, 2 feet 9 inches draft.



Write today for full particulars
on either of these boats

GEO. LAWLEY & SON CORP'N
NEPONSET, MASS.

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SPARK PLUGS

Now and always
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By the critical test of continuous running under heavy load, AC Spark Plugs are proved best.

Because of this supreme performance on land and water, also in the air, AC is the invariable choice of foremost engineers. This choice the public has confirmed.

That's why AC Spark Plugs are standard equipment for leading makes of marine, automotive and airplane engines throughout the world.

A size and type of AC Spark Plug for every engine is available through AC dealers everywhere. The new low price is 75 cents—AC quality and AC performance at the cost of an ordinary plug.

To be sure of your power plant, be sure it is equipped with AC Spark Plugs.

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AC-SPHINX
Birmingham
ENGLAND

Makers of AC Spark Plugs
AC Speedometers
AC Air Cleaners
AC Oil Filters

AC-TITAN
Levallois-Perret
FRANCE

Marquita, Thirty Foot Runabout

(Continued from page 38)

in thick white lead paint with close square joints so that no caulking need be used. Inner planks to be nailed to frames with brass escutcheon nails; outer planking fastened with brass screws slightly countersunk and covered with white putty. Inner planking fastened to outer plank with two rows of flat head brass screws between frames, driven from inside, flush, but not countersunk.

Planking to be planed smooth and sandpapered before finishing.

Engine Beds: Engine stringers to be clear spruce, 1 1/4 inch thick and moulded to height shown on plans. To extend from station No. 3 to stern, notched down over floors and edge bolted with through bolts. To be fitted in proper position to take engine bearers for make of motor to be installed.

Engine bearers to be of oak 2 inches thick and bolted to inner faces of engine stringers; to rest on top of floor frames and fitted to proper height to give proper alignment of motor. Length of bearers to be as required to carry motor.

Clamps: Clear spruce, 1 inch by 3 inches, in one length each side. Notched into sawn frames at proper height to take deck beams and screw fastened.

Side Stringers: Clear spruce, 1 by 2 3/4 inches, in one length each side. Notched into side frames, screw fastened.

Deck Beams: Clear spruce, 3/4 by 1 3/4 inches, sawn to crown shown on plans and spaced about 9 inches as shown. Ends fastened to clamps and to heads of frames. Carlines in engine hatch and cockpit openings to be oak 3/4 by 1 3/4 inches. Brackets, or knee, fitted to sawn frames in engine compartment to support deck beam. Engine hatches framed with spruce beams and oak frame as shown on plans. Spruce blocks fitted between beams where necessary to take fittings.

Deck: Clear white cedar, 1/2 inch thick and 3 inches wide with tongue and groove edges fastened to beams with galvanized nails, heads countersunk and covered with putty. To be planed smooth and sandpapered before canvas is put on. To be covered with canvas, in one piece, laid in thick white lead paint, thoroughly stretched and fastened with copper tacks. Edge of canvas turned down over deck edge and covered with half oval mahogany moulding.

Decking may be made of mahogany, finished bright, or white pine with mahogany planksheers, if desired by Owner and agreed to by Builder.

Hatches over engine to be fitted with piano hinges on outboard sides and with brass edges all around.

Cockpits: Forward cockpit to have coaming of 1/2 inch mahogany, fitted as shown on plans. Seats and backboard as shown. Locker under seat. Steering gear and motor controls located in forward cockpit. Cockpit floor to be 1/2 inch white pine covered with linoleum.

After cockpit to have seats at sides and aft end of 1/2 inch slatted mahogany supported by turned mahogany stanchions as shown. Coaming to be 1/2 inch mahogany. Floor to be 1/2 inch white pine covered with linoleum. Storage locker fitted under seat at aft end. Middle section of cockpit floors fitted as hatches.

Bulkheads at forward end of aft cockpit and aft end of forward cockpit to be of 1/2 inch tongue and groove mahogany staving with V edge.

Painting and Finishing: The entire hull to be properly smoothed and sandpapered and given a priming coat of lead

(Continued on page 150)

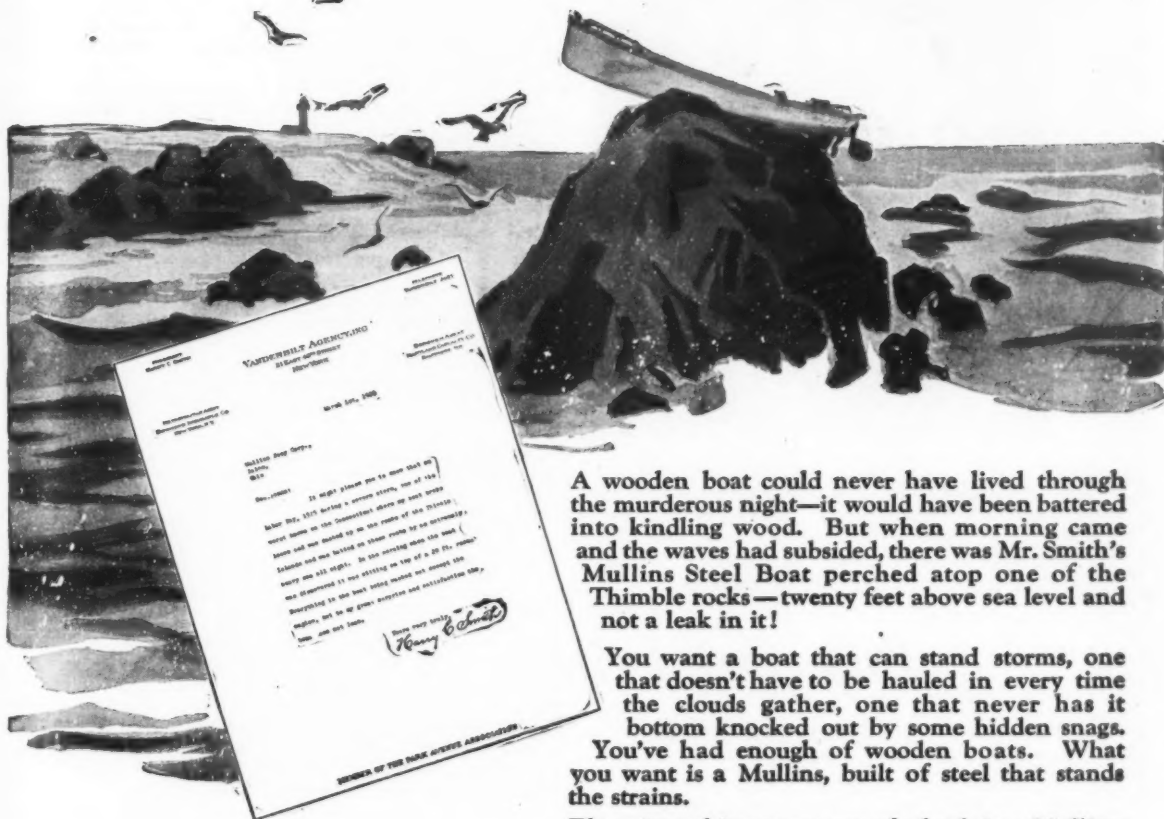
Indian Harbor Yacht Club

(Continued from page 19)

So into the motor boat racing picture, comes one of the oldest and best yachting organizations in the country. Next year's Gold Cup Regatta is bound to be more of a yachting event than ever before. The dates selected, August 5 and 6, are earlier than the races have been held for many years but these dates will prevent conflict with other yachting activities on Long Island Sound and will assure the contestants of a better chance for the kind of weather conditions which are best for high speed racing.

Plans are not completed for the remainder of the racing program, although it may be that the Dodge Trophy race will be held by the Indian Harbor Yacht Club in connection with the Gold Cup Races. It is quite probable too that a class of Chris-Crafts will race for the Championship of Long Island Sound as an effort is being made to get the members of the various clubs on the Sound interested in this class of boats as an inter-club racing event. The outboards too will no doubt be invited to decide their Championship at the Gold Cup Regatta of 1927.

Battered All Night on Thimble Rocks— And Not a Leak!



A wooden boat could never have lived through the murderous night—it would have been battered into kindling wood. But when morning came and the waves had subsided, there was Mr. Smith's Mullins Steel Boat perched atop one of the Thimble rocks—twenty feet above sea level and not a leak in it!

You want a boat that can stand storms, one that doesn't have to be hauled in every time the clouds gather, one that never has its bottom knocked out by some hidden snags. You've had enough of wooden boats. What you want is a Mullins, built of steel that stands the strains.

There is nothing to get out of whack in a Mullins. The lifeboat air chambers fore and aft make it impossible to sink it. You don't even need a boat-house—just draw the Mullins up on shore and turn it over. Nothing will hurt it.

Mullins boats are not built for a day or a season. They are built for a life-time. They outlast any boat, because they are indestructible. The seams of sheet steel, riveted and soldered, will not open up under strain. There is no warping of wood. Barnacles and scales can't thrive on smooth steel.

Mullins boats come in four launch models and three row-boat models, including the famous "Outboard Special." Automobile production methods at the Mullins plant bring the cost of these models down to meet your pocketbook.

Write for the whole interesting story of Mullins boats. There's a reason why there are some seventy thousand Mullins owners today. There's a reason for Mullins' leadership for the past third of a century.

Let us tell you those reasons.

MULLINS BODY CORPORATION

Boat Dept.

509 Depot St., Salem, Ohio

Gentlemen:

You may send me further information on your boats.

Name _____

Street & No. _____ (or R.F.D.)

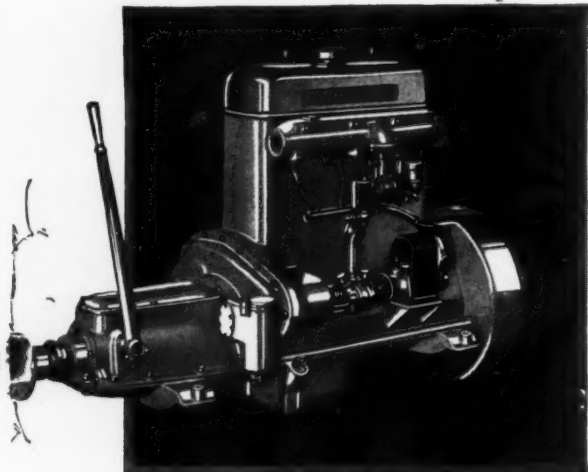
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MULLINS

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Wisconsin Marine Motors include White Cap "4" and "6" and the sturdy "A-M," an L-head model.



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Your White Cap, bought for its sparkling motor-car "pep"—its "More Power per Cubic Inch"—is, too, the *surest* bet in your boat. That instant, smooth, eager surge of power at your open throttle's invitation, comes from the very things that make White Cap RELIABLE.

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This year, buy surety.* Your search for it need go no further than White Cap.

**MORE
POWER**



Write for details. Mention size and type of your boat. Boat Builders, get the facts on Wisconsin's better way to buy boat power.

Wisconsin Motor Mfg. Co.
Milwaukee, Wis.

WHITE CAP

"4" and "6"

Marquita, Thirty Foot Runabout

(Continued from page 148)

paint inside and out. Bottom of boat, up to painted water line, to be given two coats of green or bronze anti fouling marine paint. Topsides to be given a light stain to make the mahogany uniform in color and finished with at least three coats of best spar varnish, each coat to be rubbed before the next coat is put on.

Deck, is canvas covered, to be given a coat of filler and two coats of buff color deck paint. All mahogany work in cockpits to be stained to match topsides and varnished three coats of best spar varnish.

Inside of hull to be given a Priming coat and two finishing coats of color approved by Owner on all exposed surfaces.

All paint and varnish must be in absolutely first class condition when boat is ready for delivery to Owner.

Name of boat to be done in gold leaf letters on stern and registration numbers in gold leaf on both sides of bow.

Hardware and Fittings: Shaft log to be an ERICO universal shaft log fitting with stuffing box gland, fitted on inside of keel and well bedded in white lead; to be of proper size for propeller shaft suitable for engine installed.

Propeller strut to be a G. B. C. adjustable bronze strut, through bolted to hull through extra floor frames as shown on plans.

Rudder to be a 3/4 inch Tobin bronze plate of size and shape shown on plans. Rudder stock to be 1 1/4 inch tobir bronze, split to take rudder blade, shaped as shown and riveted to blade with bronze rivets. Rudder port to be a stock pattern bronze fitting with flange on inside of keel and with sleeve extending through keel; stuffing box gland fitted on inboard end. Upper end of rudder stock to be held in place by an athwartship brace of oak fastened to under side of clamps.

Steering wheel to be a stock auto type steerer, similar to Carpenter Model F runabout type steerer, with scored drum for tiller ropes. Spark and throttle controls mounted on steering wheel. Tiller ropes to be flexible galvanized wire rope led over suitable sheaves and connected to quadrant on rudder head.

Gasolene tank to be a Koven make seamless steel tank 16 inches diameter and 48 inches long, located in stern and securely chocked in place to prevent shifting. Filler pipe to be carried through deck to a screw deck plate. Shut off valve fitted at tank and made accessible from locker under seat in cockpit.

Ventilators, cowl type, to be fitted to screw plates in deck at forward end of motor compartment.

Bow mooring chock, mooring cleat, fender cleats, combination bow light and mooring bitt, flag pole sockets, and other deck fittings all to be of polished brass of suitable pattern and size.

Motor Installation:—The motor to be a six cylinder Kermath, or any other motor of similar size and type selected by Owner. Motor to be properly lined up and securely bolted to engine beds. Exhaust pipe to be of seamless copper tubing carried aft along the side of the boat, above the floor of the after cockpit and out through stern transom about six inches above the water line. Circulating water to be piped into exhaust pipe. Gasolene supply pipe from tank to motor to be 3-8 inch soft copper tubing with shut off valves at tank and at carburetor.

A large size Stewart vacuum tank to be mounted on engine room bulkhead and properly connected to gasolene supply line and to motor.

All wiring to be done according to instructions furnished with motor. To be held in place by cleats and placed so as to be as much out of the way as possible and at the same time fully accessible.

All instruments to be neatly mounted on bulkhead at forward end of forward cockpit. The spark, throttle, and clutch controls are to be carried to forward cockpit and are to be installed so that they will work easily and without lost motion.

General Equipment:—Builder shall furnish full Government equipment required by law; to include twelve life preservers (or one for each person if more than twelve persons are to be carried); fire extinguishers, Pyrene or equal; brass running lights, electric, connected to starter battery of motor; bell and whistle; brass bilge pump; 25 pound galvanized kedge anchor and 150 feet of 3/4 inch diameter manila cable; brass boat hook; six canvas covered fenders; imitation leather covered, Kapoc filled cushions for cockpit seats; linoleum floor covering in both cockpits and in engine compartment.

The Runabout of Refinement, Safety and Reliability

Orders should be placed immediately to insure delivery for southern season. Complete descriptive literature upon request.

Superior Features of the Standard Dolphin

Angled windshield, rigidly reinforced at center.

Elgin instrument panel under glass, indirectly illuminated and flanked by ignition switch and choke.

Three passenger driver seat with starboard passage way. Genuine leather upholstery and spring cushions.

Room for four passengers on aft seat extending full length of cockpit. Cockpit leather lined throughout.

Swivel type ventilators of special non-tarnishing nickel.

Raised engine hatches of special waterproof design and construction.

Walnut Stained covering boards and king plank, contrasting with the genuine Honduras mahogany decks and planking.

Wicker settee, removable and reversible, enabling use of aft cockpit for luggage, etc. Waterproof canvas cover for cockpit standard equipment.

Combination lifting ring and stern cleat, forward fitting of similar design.

Brass one-half round fender.

Two separately connected gas tanks of 25 gallons capacity each.

• Brass bound transom—binding extending under bottom of hull thus reinforcing and protecting stern.

One-piece seamless copper exhaust pipe carrying all water overflow.

The 26 foot STANDARD DOLPHIN, seating ten, ranges in price from \$3900 to \$4625

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1926 IMPROVED "INTERNATIONAL 32"

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After you have seen and had a ride in this new model you'll know definitely that you simply can't buy more boat for the same money anywhere. The price, \$4,700, makes it possible for you now to own a boat possessing the most advanced improvements without paying an exorbitant price.

Pictures can give you only a general idea of this wonderful new International model. Quantity production, efficient manufacturing methods and the last word in modern equipment, have made it possible to produce a boat consistent with International ideals of quality at a lower price than often asked for inferior boats.

The "International 32" is equipped with 6-cylinder Continental Van Blerck motor.

Immediate delivery from stock. We invite you to ride in the New International—confident that you will acclaim it the best buy you have ever known.

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Demonstrations can be arranged for



Yard and Shop

(Continued from page 70)

Foreign Boat and Engine News

The Automotive Division of the Bureau of Foreign and Domestic Commerce, at Washington, prepared and forwarded on August 10, a Questionnaire on the subject of the motor boat and engine business in every important market of the world. This Questionnaire covers all information which might be of value to persons or firms interested in the export market for American boats and engines.

While the American exporters did a fair business in these products before the war, the last ten years have been very poor in this regard. While freight charges prohibit any large export business in completed boats, the Automotive Division is confident that American marine engines are second to none and that with proper cooperation between the industry and the Department a reasonable amount of export business in engines may be secured.

Replies to this Questionnaire should begin to come in to the Automotive Division after about the first of November and it is suggested that anyone interested in the motor boat and engine export business communicate with H. O. Smith, Chief, of the Division, for any immediate information.

Engines on the Amazon

At one time several hundred outboard motors were used in the Amazon waters but this number is gradually decreasing and there are very few in use today. The city of Para, at the mouth of the Amazon, has no outboard motor agency. All these motors were formerly used on small barges of five to fifteen tons capacity, employed in carrying goods into the shallow waterways of the interior, bringing rubber, nuts and other forest products to deep water ports on the return voyage.

The loss of popularity of the outboard motor in this locality is described by the American Consulate at Para as due to the fact that the type of work required was too heavy for outboard motors and has led to the substitution of heavy duty engines, in spite of the great advantages of the outboard motor for shallow water navigation.

Possibilities in Latin America

Of interest to motor boat and engine builders is the fact that the Captain General of Ports in the Republic of Uruguay will shortly purchase six motor launches, one high speed motor boat, four power life boats (Coleman type or equal), two non-sinkable boats, and one 40 horse-power marine engine adaptable for naphtha or gasoline. Information concerning the terms of this purchase may be secured from the Bureau of Foreign and Domestic Commerce, or its district representatives, by referring to Trade Opportunity No. 223752.

Another inquirer in Latin America wishes an agency for medium priced marine engines in Puerto Varas, Chile. This is covered by the Bureau's Trade Opportunity No. 223672.

Additional Trade Opportunities exist as follows:

No. 22439—Batavia Netherlands, India—Purchase of motors, crude oil, and equipment, fittings, and gear for motor boats.

No. 22303—Antofagasta, Chile—Purchase of launches, gasoline and marine engines.

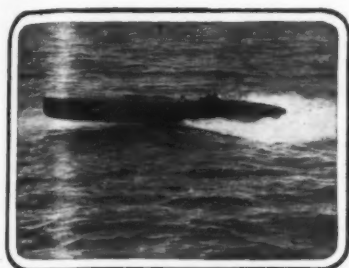
No. 22305—Antwerp, Belgium—Purchase of marine engines for motor boats.

Now Lockwood Motor Company

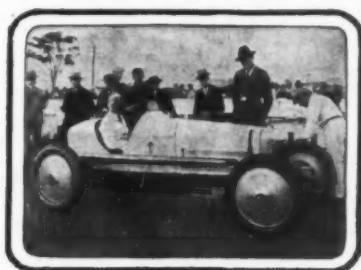
The stockholders of the Lockwood Ash Motor Company at Jackson, Michigan have authorized change of the name of the corporation to Lockwood Motor Company. This change does not involve any change in ownership or management but is made in the interest of simplification. The products of the company, rowboat motors, inboard marine engines, and spark plugs, will continue to carry the long established trade mark L-A, which, during the past 22 years has gone into all corners of the globe.

At the same meeting the stockholders authorized a program of expansion in new buildings and equipment to take care of the growing demand for the rowboat motor particularly. The Lockwood factory is now in full time operation on its line of five sizes of inboard motors and expects to swing into full production on the twin rowboat motor early in December. Dealers report exceptional success during the past season and many of them have already signed up territory for 1927.

(Continued on page 156)

**"BABY BOOTLEGGER"**Winner of the Gold Cup Race,
New York City**"PACKARD CHRIS CRAFT II"**Winner of the 150-Mile Sweepstakes,
Detroit

Both were Equipped with an AUTOPULSE

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AND ENDORSE THE AUTOPULSE.

Install an AUTOPULSE and

(Approved by the Underwriters Laboratories)

Eliminate Vacuum and Pressure Feed Troubles

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ANTEES AN ABSOLUTE AND POSITIVE FUEL SUPPLY FROM TANK TO CARBURETOR

USED AS STANDARD EQUIPMENT BY

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Gar Wood, Inc.
Gray Marine Motor Co.
Hacker Boat Co.
Dodge Boat & Engine Co.
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Hall-Scott Engine Co.
Matthews Co.
Red Bank Yacht Works
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Henry H. Smith Company
334 East Jefferson Ave., Detroit, Mich.
Harrison Motor Car Co.
Stout and Broadway, Denver, Colo.



Home of IMCO Products

Manufactured under the Lea Patents
by

IRELAND & MATTHEWS MANUFACTURING CO.

Established 1889

1600 Beard Ave.

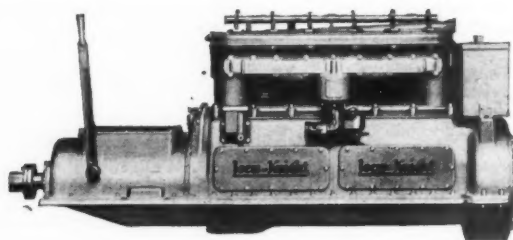
Detroit, Mich.

How About Upkeep?

Because of the absence of the conventional valve operating mechanism, consisting of valves, tappets, push rods, springs, and other parts requiring frequent replacement, and the substitution therefor of smooth, silent, sliding sleeves, upkeep cost on a Loew-Knight is practically eliminated. No valves to grind—no carbon to remove.

Loew-Knight

ENDURING AS THE AGES

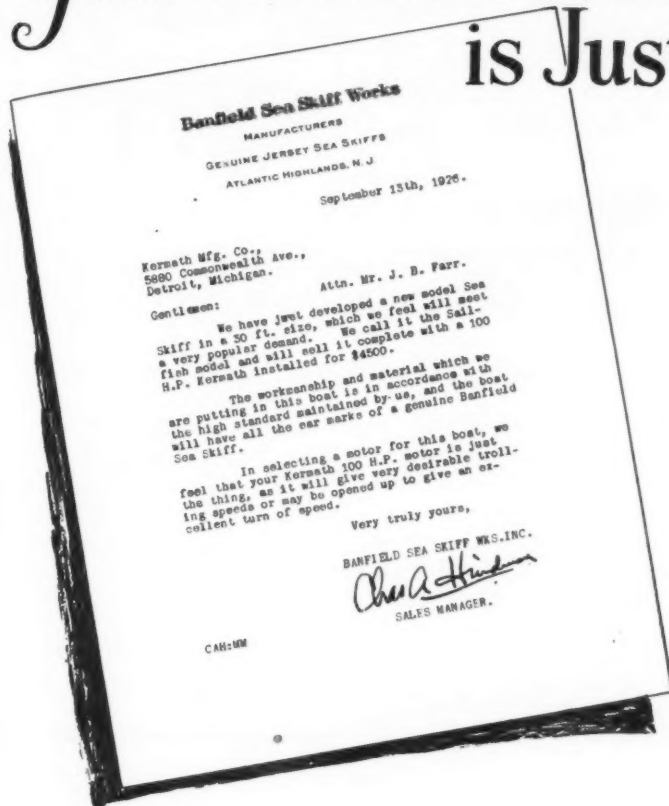


The Loew Manufacturing Co.

*Sole Licensee and Manufacturer of
Knight Sleeve Valve Marine Engines*

CLEVELAND, OHIO

Your 100 H.P. Kermath Motor is Just the Thing



THE new Sailfish Model built by Banfield is an excellent example of the advances which have occurred among some few of the better boat builders. Banfield's latest accomplishment is unique in producing a fast safe boat that has the signal advantages of being equally adaptable for a Fishing Boat and Cruiser.

Its use for southern waters and its sturdy design recommend itself strongly to a definite group of yachtsmen and sportsmen who have cultivated practical tastes in their boating requirements.

It is no little satisfaction to this organization to learn that the choice of motors fell to the Kermath 100 H.P. model marine motor. We are equally confident that the trust imposed in standardizing on Kermath motors by the Banfield Sea Skiff Works is excellent proof of the abundant reliability of Kermath to perform.

"A Kermath Always Runs"

KERMATH MFG. COMPANY

5899 Commonwealth Avenue

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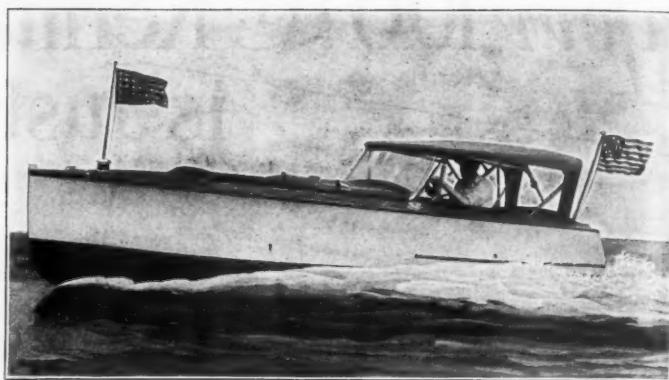


The New Dunphy Sand Dab—

Salt water equipped. Shallow draft tunnel stern. Length—18 feet. Runs in 11 inches of water. Beaches anywhere. Protected propeller. Plenty of room for 9 passengers.

Hull is cedar planked, brass and copper fastened, mahogany finished. Equipped with 4-cylinder, 15 H.P. Universal Motor, with electric starter. Makes 15 miles per hour. (Windshield and automobile top optional equipment.) Ready for immediate delivery—\$1275.00 F.O.B. Eau Claire.

DUNPHY
famous for boats  *for forty years!*



—here's your boat for Florida

It's trim and jaunty, comfortable and seaworthy. You'll find it a great playfellow for Florida's waters, ready to go anywhere any time. Only Dunphy builds the Sand Dab—an outstanding motor boat value. Write for catalog on all Dunphy boats. Or send your specifications—we are equipped to design and build any type of boat.

DUNPHY BOAT MFG. CO.

Dept. C 11, Eau Claire, Wis.

Yard and Shop

(Continued from page 152)

Ship Model Making

This is the title of a new book on this interesting subject, which has just been published by the Norman W. Henley Publishing Company of New York. This book was written and prepared by Captain E. Armitage McCann, whose interesting work on many marine topics has frequently appeared in the pages of *MoToR BoatinG*. On the subject on which he writes, Captain McCann is recognized as an authority, and in his book he gives complete and explicit details and instructions for building a number of model boats, starting with the sharpening of the knives to the last brush full of varnish. There are numerous illustrations, and also two plans for a Barbary Pirate Felucca, as well as a Spanish Galleon. There is in this country a large demand for ship models, which are used to decorate the homes of people whose likes still lean towards the nautical. There are many splendid models now being made, but really good ones are comparatively rare. First class models are naturally costly, but to the skilled craftsman, it is a pleasure to produce a work of this kind with his own hands. The book just published goes into complete detail, as to the methods of laying out the hull, carving the detail, and decorating the finished craft. Chapters are devoted to the rigging and accessories, as well as the finishing touches necessary to turn out a first class job. The two boats described are of the types most popular among model boat builders, and the directions given are so complete as to simplify the work to a marked degree.

The second volume of this book is now in preparation, and will be a complete set of descriptions, illustrations, and plans, to enable the model boat builder to construct an accurate model of a correctly proportioned full rigged ship of the clipper type. This book will be of the same size and style as the first volume, and will form with it a companion book.

A. L. Lockwood Sails

A. L. Lockwood, President of Lockwood Motor Co. of Jackson, Michigan has purchased and refitted the 36 foot

Cruiser Consort from H. S. Thomas of Cleveland and is now enroute to Florida via the Great Lakes, the New York State Canal, and the Inside Passage down the coast.

He plans to rechristen his boat, Peter B. Lockwood at New York in honor of his father. He is carrying two L-A Twin Rowboat Motors and a twelve foot boat of Lockwood design and construction capable of demonstrating close to 20 miles per hour with one occupant and 16 miles per hour with two. He will call enroute on Lockwood dealers and establish new dealers where there is still open territory. He is accompanied by Mrs. Lockwood and by Don Walker, Lockwood distributor to Orange and Seminole Counties.

Greatly increased sales on the L-A Twin in Florida this season are looked for. The power and speed of the motor have now become known through the many that went to that territory last winter, and there, as everywhere else, people are turning more and more to the lakes and streams for sport and recreation.

American Car and Foundry Shipbuilding

The lead in shipbuilding in the Delaware River district for the month of August was taken by the American Car and Foundry Company, according to a report just issued by the United States Department of Commerce, this lead comprising the number of vessels constructed or in process of construction. The American Car and Foundry Company's record was nine wooden ships of 5,500 gross tonnage. The Wilmington shipbuilding plant of the American Car and Foundry was established during the war for the construction of submarine chasers, eight of which were built and delivered, a curious feature of their construction being that they were built in the car shops of the Company under cover; mounted on trucks and hauled for half a mile by locomotive to Brandywine Creek where they were launched. Now that the American Car and Foundry Company have gone in for the construction of pleasure cruisers, the lead in shipbuilding held by this Company is likely to continue.

McKINNON Reverse Gear

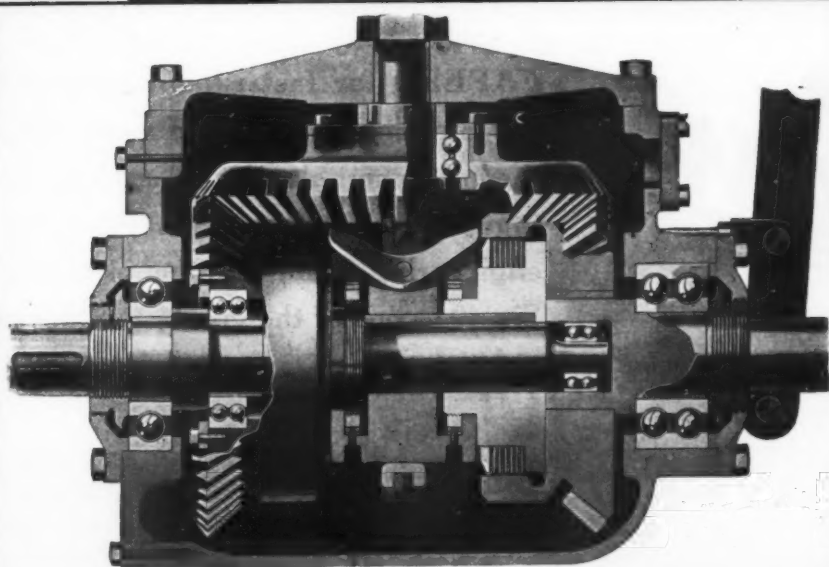
S-K-F
Ball
Bearings

No
Brake
Band

Engages
Smoothly

Positive
Neutral

Runs
Quietly



More
Efficient

No
Small
Working
Parts

Sturdily
Constructed

Unparalleled
Endurance

Best
Materials

No
Small
Spur
Gears

Shifts
From
Forward
to Reverse
Instantly

A
Better
Gear
for
Your Motor

Thrives
on
Hard
Service

Does
Not
Overheat

Works
In an
Oil
Shower

Delivers 90%
of Motor
Efficiency
to Propeller
in Reverse

All-Enclosed
in
Oil-tight
Housing

Runs
Indefinitely
in
Reverse

Practically
Trouble
Proof

Write today for further particulars and prices, giving
details of your engine, including R.P.M. and H.P.

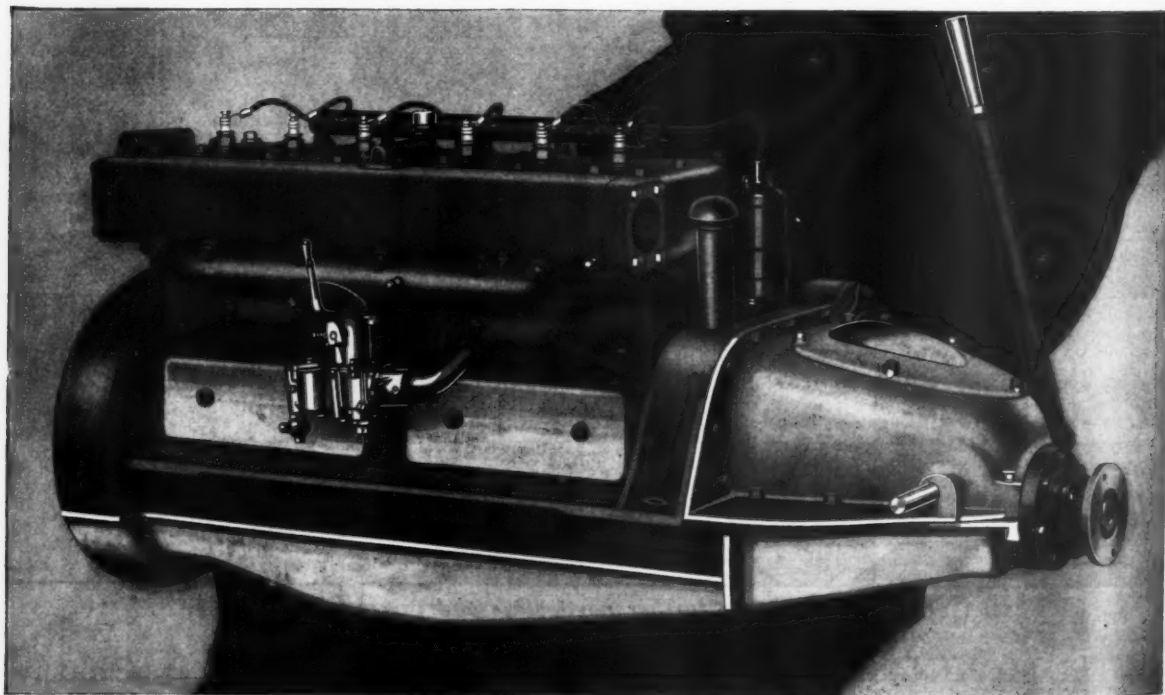
The McKINNON IRON WORKS COMPANY, Ashtabula, Ohio

GRAY

Six-40

New

SPEED for fast runabouts and cruisers, and stamina for workboats and heavy cruisers, is the happy combination you get in the new Six-40, together with advanced refinements of modern engineering practice, at a price that marks the Six-40 as one of the greatest values on the market today.



Advertising Index will be found on page 164

The newest member of the Gray family is a wow!

THE announcement of the new Gray Six-40 marks the completion of a three-year program to make the Gray line cover every marine power requirement from the smallest "kicker" to big cruiser and workboat engines embodying the latest ideas in engine design. There are many makes of marine engines—good ones, too—but very few so up-to-date in design as the 1927 Grays, and of the few ultra modern engines, Gray is the only one in the popular price class.

Nearly 70,000 Gray engine users attest the supremely fine workmanship and reliability of Gray Marine Motors. The largest builders of stock boats build business upon the continuous satisfaction they give their buyers.

Six-40

The Gray "Six-40" has a bore of $3\frac{1}{4}$ " and a stroke $3\frac{1}{4}$ ". The piston displacement is 187 cubic inches. Develops 40 H.P. at 2400 R.P.M. Pressure lubrication to all bearings; 2" crankshaft. Oil sump pump. Length 58". Height above center line $15\frac{1}{2}$ ". Weight 540 lbs. Engine speeds up to 3000 R.P.M. Marvelous fuel economy. Immediate shipment.

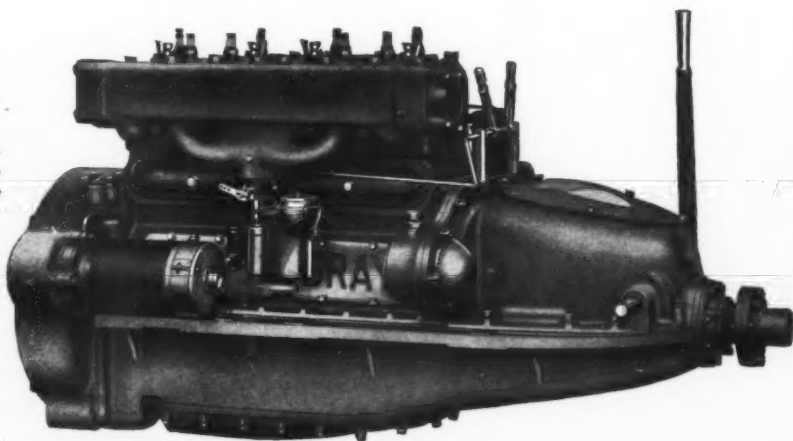
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The Express Cruiser Championship

During the week of the Gold Cup Regatta, the American Power Boat Association Express Cruiser Championship of America was raced for. The race was conducted jointly by the Sachems Head and the Philadelphia Yacht Club by virtue of the previous years winning of the race. It was arranged in two heats of about fifty miles each, the first of which was from Sachems Head to Saybrook and return, while the second covered the stretch between Sachems Head and Manhasset Bay. Valuable trophies emblematic of the Express Cruiser Championship had been presented by the National Association of Engine and Boat Manufacturers, and this trophy was won by the express cruiser Lohara, owned by L. H. Racke, of Naugatuck. This boat is one of several similar boats, built by the Portland Yacht Yard, Portland, Conn., from designs by Wm. H. Hand, Jr., and is a 36 foot double cabin bridge deck craft. This same boat also was successful in winning the express cruiser Free-for-All, as well as the Sachems Head Yacht Club Express Cruiser trophy, and in addition the Gold Cup Regatta Trophy offered for the second heat, known as the Express Cruiser Championship of Long Island Sound.

This trophy has been won for three consecutive years by Harpoon, another of the Portland Yacht Yard's boats, but last year the trophy went to Philadelphia by the victory of Diana, a Mower designed express cruiser, owned by Commodore A. B. Cartledge of the Philadelphia Yacht Club. Commodore Cartledge had very kindly consented to conducting the race for this trophy over the same course as in previous years, and the contests were jointly organized by the Philadelphia and the Sachems Head Yacht Clubs.

Unfortunately, after all his many courtesies, Commodore Cartledge was unable to participate with Diana, owing to an accident in the Delaware and Raritan Canal, a few days before the race. It seems that there was a slide of earth which blocked the canal, and imprisoned Diana. She was unable to get clear of the canal in time, and even though the Committee offered to postpone the event, it proved impossible for Commodore Cartledge to get clear.

L. Harris Racke the winner, proved to be a popular one, inasmuch as he has taken part in the contest during the last four years. He has previously been beaten by his sistership Harpoon by a matter of seconds, and fortune smiled on him this year. All five of the starters went through the hundred mile race, with a perfect score. The thirty-six foot boats were all equipped with old model M Van Blerck engines, while the new 31 foot boats were each powered with one of the new 100 h.p. Kermath engines. Every boat in the race was designed by William H. Hand, Jr., and four of the five were built by the Portland Yacht Yard, while the fifth was built from a similar design by the Toppan Boat Company.

Express Cruiser Championship Summary

Boat	Owner	First Heat	Second Heat
Lohara	L. Harris Racke	2:07:18	3:07:00
Llenroc	H. M. Lewis	2:15:31	3:10:13
Harpoon	M. S. Cornell, Jr.	2:14:45	3:26:35
Bobolou II	R. B. Seward	2:19:43	3:26:07
Francis E	Philip Page	2:32:01	3:43:11
Diana	A. B. Cartledge	Unable to start due to cave-in in Delaware Canal	

Position in Express Cruiser Free-for-All, Lohara first, Harpoon second, Llenroc third.

Position in Sachems Head Yacht Club Handicap, Lohara first, Harpoon second, Llenroc third.

Position in Long Island Sound Handicap, Lohara first, Llenroc second, Bobolou II, third.

Position in Express Cruiser Championship, Lohara first, Llenroc second, Harpoon third.

Commodore Charles Hieber

We learned of the recent death of Commodore Charles Hieber, President of the Delaware River Yachtsmen's League. Commodore Hieber had been seriously ill for some time and death called him on October 9. He was 70 years of age, and one of the most universally liked yachtsmen on the Delaware River. For many years Commodore Hieber had been President of the Delaware River Yachtsmen's League and for a longer period had been the Commodore of the Columbia Yacht Club of Bridesburg. He had held office in all of the yachting organizations of note and was Vice-President of the American Power Boat Association and for several years was Rear-Commander of the United States Power Squadrons, Inc. His activities were not confined to the yachting field alone, as he was a valuable member in several fraternal orders and other associations.

